

# GRAIN DEALERS JOURNAL

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Jones & Co., H. C., grain and hay.

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Pitt Bros. & Co., receivers and exporters.\*

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Ronald, Thos., domestic and export broker.

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Pratt & Co., grain commission.

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Rogers Grain Co., buyers and shippers.

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Weidler Co., The Sam W., grain, hay, flour.\*

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Cash Commission Co., grain and hay.

Crescent Mill & Eltr. Co., flour and grain.

Empire Feed & Fuel Co., hay and grain.

Harrington-Plumer Merc. Co., grain and hay.

Hungarian M. & E. Co., hay and grain.

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## GRANGE, ILL.

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Turle & Co., grain commission.

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Smith Bros. Grain Co., buyers, shippers.

Terminal Grain Co., receivers, shippers.

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Finn & Co., grain commission.

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Hinde & Linke Grain Co., receivers, shippers.\*

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Edinger & Co., grain, hay, flour.

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Verhoeft & Co., H., receivers and shippers grain.

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\*Member Grain Dealers National Association.

## LYNCHBURG, VA.

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Hasenwinkle Co., H. J., grain and hay.  
Judd & Roger, grain dealers.  
McLaughlin Coal & Grain Co., grain and hay.  
Pensey Dwyer Co., receivers and shippers.  
Wade & Sons, John, grain and hay commission.  
Webb & Mauny, grain and hay.\*

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Pollock, H. G., track buyer, ear corn a specialty.

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Bell & Co., W. M., grain and seeds.  
Bartlett & Son Co., L., grain commission.  
Clegg, C. C., grain and feed.  
Donohue, P. P., feed, milg, wheat a sply.  
Fagg & Taylor, grain merchants.  
Franke Grain Co., grain and feed.  
Gifford, L. W., grain commission.  
Jahns, Jr., Co., H., commission grain, hay, feed.  
Johnstone, A. L., grain coman. Wis. rye specialty.  
Kamm & Co., P. C., barley and rye.\*  
Lyman Smith Gr. Co., shippers of choice grain.  
Wirtz Grain Co., Raymond, shippers.

## MINNEAPOLIS, MINN.

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Cargill Commission Co., grain commission.  
Cargill Elevator Co., field seeds.  
Cooper Commission Co., receivers, shippers.  
Dakota Cereal Co., grain, barley and oat specialists  
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Getchell-Tanton Co., grain commission.  
McDonald & Wyman, grain commission.  
Minnesota Grain Co., grain commission.  
Molyneux-Frost Co., grain commission.  
Randy, Gee & Mitchell, grain commission.  
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Welch Co., E. L., grain commission.

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Kendrick-Roan Grain & Elec. Co., receivers, shps.  
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Nye-Schneider Fowler Co., receivers, shippers.  
Roberts Grain Co., grain commission.  
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Eggers, C., grain broker.  
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Miller & Sons, J. F., grain, seeds, hay.\*  
Pultz & Co., J. B., grain and feed.  
Rosenkrans-Snyder Co., grain and mill feeds.  
Richardson Bros., grain, hay, millfeeds.  
Rogers & Co., E. L., grain, hay.\*  
Stites, A. Judson, grain and millfeed.  
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Gefeld & Dickson, grain and hay.  
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McCague, R. S., grain, hay.\*  
Morton Grain & Hay Co., grain, hay, feed.  
Smith & Co., J. W., grain, hay, feed.  
Stewart, D. G. & Gefeld, grain, hay, feed.\*  
Walton, Sam'l, grain and hay.

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Fairbank & Co., S. G., grain, hay, seeds.

## SAGINAW, MICH.

Carr Co., The H. W., shps. oats, rye, hay.

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Goffe & Carkent Co., grain commission.  
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Nanson Commission Co., grain commission.\*  
Orthwein Grain Co., Wm. D., grain.  
Picker & Beardsley, grain and grass seed.\*  
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Rundell & Co., W. A., grain, seeds.\*  
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Zahn & Co., J. F., grain, seeds.\*

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Texas-Oklahoma Grain Co., grain, seeds, hay.

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Kolp, E. R. & D. C., grain and seed dealers.  
Norris Grain Company, commission, recvs., shps.  
Robb, J. C., milling wheat and consignments.  
Thompson, H. C., alfalfa meal.  
Western Grain Co., The, wholesale grain, seeds.

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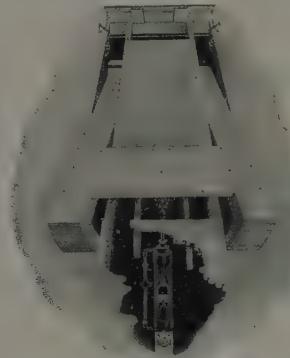
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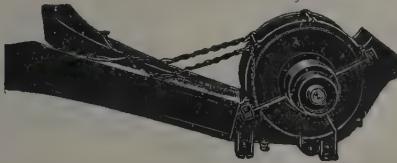
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CAR LOADER**

The ONLY Machine  
that Will Clean and Load  
at the Same Time.

For Descriptive Circular  
and Prices — Address:

**Mattoon Grain  
Conveyor Co.  
MATTOON, ILL.**

It will soon be time to handle the new crop of small grain and with returning prosperity and a large crop you may have trouble in getting men to go in the cars and scoop the grain back to the ends. This can be avoided by ordering a Boss Car Loader now and have it ready by the time the new grain begins to arrive for with this machine you do not have to get inside the car.



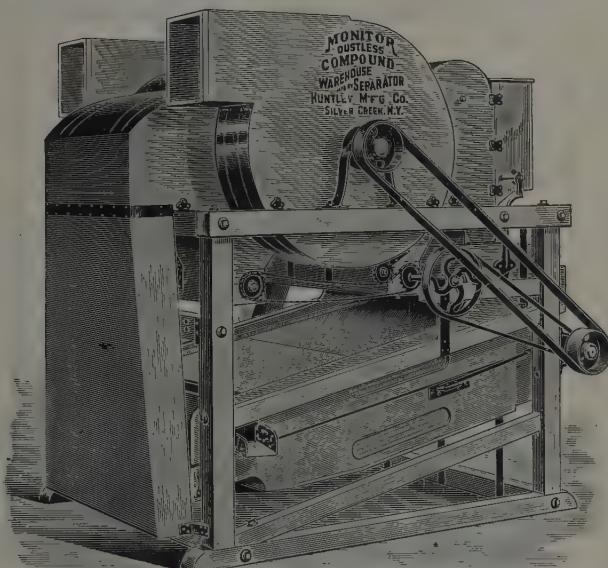
Maroa Mfg. Co., Maroa, Ill.  
Dear Sir: Please find enclosed my check to pay for Boss Car Loader purchased of you. The loader does good work and never backs down from the dust. Very respectfully,

W. T. SHUTE.

**Maroa Mfg. Company  
MAROA, ILL.**

We make them in five sizes and ship on trial if desired.

# Facts About Grain Cleaners



THE MONITOR COMPOUND WAREHOUSE SEPARATOR.

## REVEAL THESE THINGS —

THAT BOTH THE  
**AIR and SIEVE WORK**  
must be perfect

THAT  
**EASE OF REGULATION**  
is a necessity

THAT  
**SENSITIVE CONTROL**  
of every part must be under the  
operator's command

THAT  
**THE WORLD'S LARGEST**  
handlers of grain—say that there is  
one make of cleaner that embodies  
**all** these necessary features—that  
machine is

# The Monitor

Silver Creek, N. Y.

**HUNTLEY MFG. CO.,**

# AVERY AUTOMATIC SHIPPING SCALES

USE THE SCALE recognized by the

## Railroads and Grain Terminals



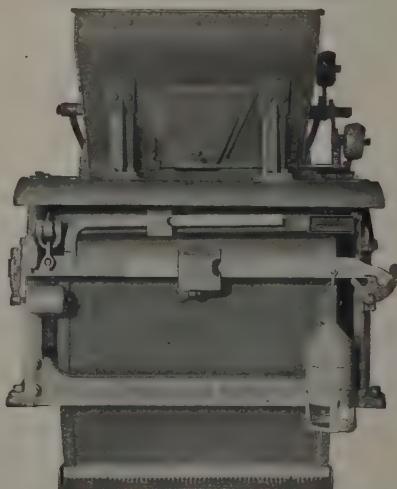
"On Nov. 27th we filed a claim with the R. R. Co. for \$15.92 being loss of 27 bushels of corn from car shipped from Stronghurst to Chicago, this corn being weighed by Avery Automatic Scale. There was NO RECORD of the car leaking, when it arrived at Chicago, but we received payment for the claim on Dec. 15th. Stronghurst, Ill., W. H. Perrine & Co., Dec. 21, 1908."

**Avery Scale Co.**  
North Milwaukee · Wisconsin

### BRANCHES

New York	Boston, Mass.	Indianapolis, Ind.
Chicago	Chambersburg, Pa.	Kansas City, Mo.
St. Louis	Des Moines, Ia.	Minneapolis, Minn.

## AN AUTOMATIC SCALE *Not an Automatic Puzzle*



### Sonander Automatic Hopper Scale

I never fails to make good. As a matter of fact, although in use in many hundreds of mills and elevators, no Sonander Scale has ever yet been thrown out. This is a remarkable record and speaks volumes for its efficiency.

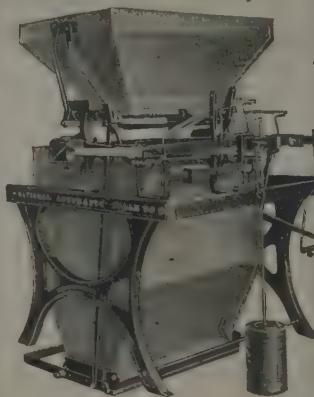
*Requires less space than others.*

**The Winters-Coleman Scale Co.**  
SPRINGFIELD, OHIO.

# The NATIONAL

Is the Automatic Scale you have been looking for. A scale that will cause you no worry and one that you can swear by.

A scale that will accurately weigh your grain while you do something else.



TO OPERATE: Turn on the grain and "let er go." It is a scale and should be balanced occasionally. Your grain may not be in No. 1 condition and you may elevate very irregular, but you can't fool the NATIONAL.

The simplicity of the NATIONAL, together with our long experience in the manufacture of automatic scales, enables us to offer this high-class machine at a surprisingly low figure. It is sold on approval. Address

## The NATIONAL Automatic Scale Co.,

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## Fairbanks Automatic Scales

### HIGHEST DEVELOPMENT OF AUTOMATIC WEIGHING



**Simple**  
Operated wholly by gravity, no springs, few parts.

**Rapid**  
Double compartment hopper, each side dumping as opposite fills.

**Accurate**  
Has sealed standard weights and graduated beam. Can be balanced and tested at any time without dumping.

And above all, Fairbanks Quality.

Write for Circular No. 550-AW.

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Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

**THE PRACTICAL GAS ENGINEER**, by E. W. Longanecker, M. D., Price, \$1.00.  
**THE GAS ENGINE**, by C. L. Smith & Son, Price, \$1.00.  
**THE GAS ENGINE HANDBOOK**, by E. W. Roberts, Price, \$1.50.

**GAS ENGINE TROUBLES AND REMEDIES**, by Albert Stritmatter, Price, \$1.00.

**PLAIN GAS ENGINE SENSE**, by E. L. Osborne, Price, 50 cents.

For any of the above address, GRAIN DEALERS JOURNAL, 255 La Salle St., Chicago.

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We manufacture a complete line of elevator equipment including Wagon Dumps, Power Shovels, Corn Shellers and Cleaners, Buhr Stone and Roller Feed and Meal Mills, Meal Bolters, Packers, Car Pullers, Passenger Elevators, Grain Handling Appliances, Belting and Power Connections of all kinds, Mill and Elevator Supplies.

WRITE FOR PRICES.

**NORDYKE & MARMON CO.**

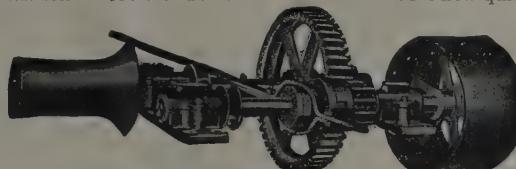
America's Leading Mill Builders

Est. 1851.

INDIANAPOLIS, IND.

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most elevator men do not install a car puller is because of the cost. We have solved this problem by designing the machine to pull from one to three cars which we can sell for \$36.00. Send us the amount and see how quickly we can



ship you one. You will be surprised with the work this machine will do. If not satisfactory return it and we will refund your money and any money you have paid for freight. Remember we guarantee it to pull three cars.

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Send for circular No. 117.



Wolf Alfalfa Mill.

## The Wolf Co.

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Wheat, Rye, Corn  
and Alfalfa Mills  
and Grain Elevators.

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FORM 24

An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. A page is given to each firm to whom you ship and name indexed. The pages are  $10\frac{1}{2} \times 15\frac{1}{2}$  inches, used double.

Across top of left hand page is printed "Shipments To....." the column headings on this page are: Date Shipped; No.; Car Initial; Car No.; Kind of Grain; Grade, Bushels or Weight; Price; Am't. of Draft; Remarks. The right hand page is ruled with column headings as follows: Date Returned; No. Bushels Returned; Grade; Date Sold; Price; Freight Paid; Other Charges; Total Charges; Over Charges; Net Proceeds; Balance. Above the date column on each page are the figures "190..". In the column headed "No." on each page is a column of figures running consecutively from 1 to 50, thus numbering the lines on each page for quickly following record across the double pages.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

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## SET OF BOOKS FOR GRAIN DEALERS

COMPLETE FOR \$3.50.

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**Grain Register** is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is  $8\frac{1}{2} \times 14$  inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

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**Sales, Shipments and Returns** is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are  $10\frac{1}{2} \times 16\frac{1}{2}$  inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

It contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

## GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

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has no fear of immature corn, wet harvests or late planting if he has a

## Hess Grain Drier

for he knows that Hess Dried Corn, dried with warm air and cooled with fresh air is best for shipping, best for milling, and best for storing. Equip your elevator now with a HESS DRIER and be ready for business. You will then not only be insured against loss but enabled to make a profit on out of conditioned grain which your competitor, having no drier, cannot handle.

**BOOKLETS FREE.**

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A book for the use of country grain buyers in keeping a record of grain received from farmers.

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The book is 9 $\frac{1}{4}$ x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380.

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It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No. Initials, To Whom Sent, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination, Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

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Mills of Every Description and Size

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BUHR MILLS, DUST COLLECTORS, SEPARATORS,  
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WE  
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SAVE  
YOU  
MONEY



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OUR  
PRICES  
BEFORE  
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A FEW MACHINES ON HAND FOR PROMPT DELIVERY

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This is the verdict of users of the Richardson Improved Automatic Elevator Scale, and the reason why it is a miracle is—

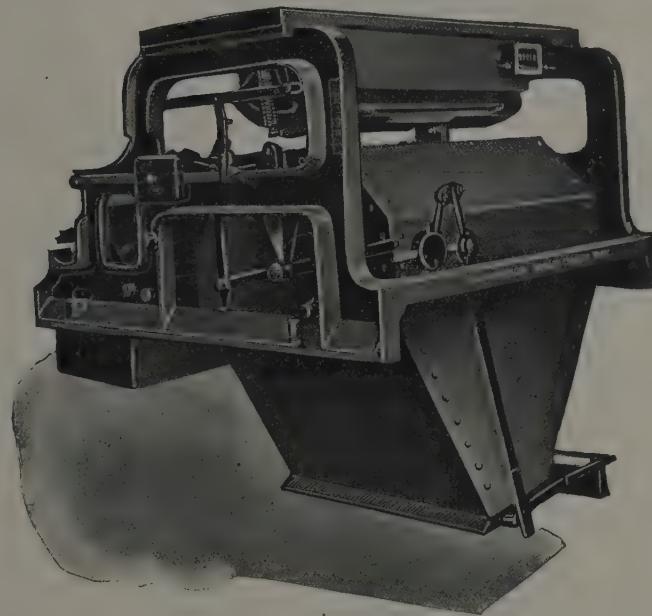
Because it is the ONLY AUTOMATIC SCALE ON THE MARKET that will handle at its rated capacity ALL KINDS OF GRAINS HANDLED IN THE COUNTRY ELEVATOR with the greatest possible accuracy—

Because it will weigh and IS NOT CHOKED OR PUT OUT OF COMMISSION BY CORN COBS, TRASH AND FOREIGN SUBSTANCES THAT MAY ACCOMPANY THE GRAIN—

Because it furnishes a PERFECT AUTOMATIC RECORD OF THE EXACT AMOUNT OF GRAIN PUT IN THE CAR, which weight tallies with destination weight if no leakage has occurred—

Because it enables users to GET THEIR CLAIMS FOR SHRINKAGE ALLOWED BY RAILROAD COMPANIES—

Because it WORKS CONTINUOUSLY without apparent wear and tear and DOES NOT GET OUT OF ORDER.



Dillwyn, Kan.

"The Richardson Scale is a perfect success. We have had returns from some eight or ten cars that we have weighed over these Scales and they are fine **and the way they handle the grain is a miracle**, as we loaded 4 cars in three hours. The four cars contained 4,200 bushels, and we make 5 bushels to the drop, which would lessen their capacity, as the Scale weighs whole 6 bushels. They will weigh up to 1800 bushels per hour at 5 bushels per drop (guaranteed to weigh 1500 bushels per hour at 6 bushels per discharge). This was our test of their actual working power."

DILLWYN GRAIN & SUPPLY CO.

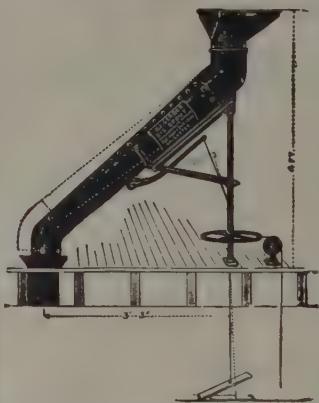
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If you have not insisted upon such a specification you should do so. Hamilton Made Rubber Belting, specially manufactured for elevator service, gives perfect satisfaction.

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No wrenches nor loose tools required.  
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<b>ALF ALFA</b> <b>FEED MIXING PLANTS.</b> <small>ASK FOR CATALOG AND PRICES ON MIXERS.</small> <small>REFER TO US FOR</small> <small>PLANS AND SPECIFICATIONS.</small> <small>CONCRETE CONSTRUCTION.</small>	

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It costs less.  
Can be built quicker and at all seasons of  
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It keeps the grain absolutely free from  
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There is no danger of cracked walls or  
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In case it is desired to move the elevator  
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Better have  
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 build your  
**ELEVATOR**  
 than to wish you had.

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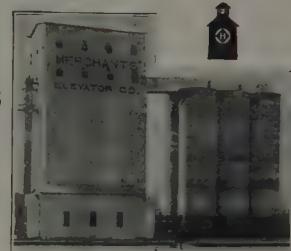
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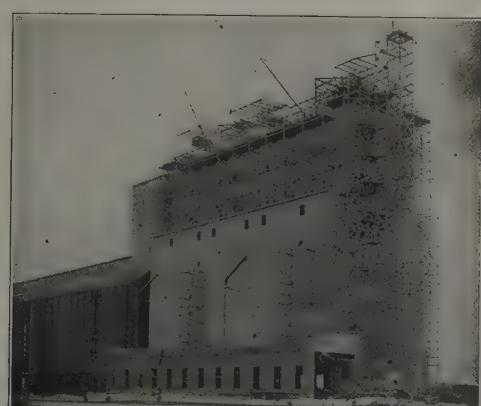


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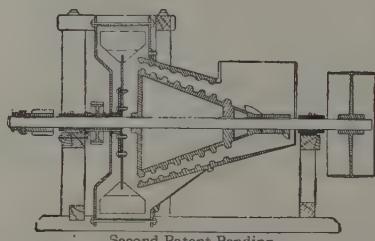
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It is mounted on a well braced wood frame, separate fan with interchangeable cups, run at reduced speed, which delivers the corn and cobs from the sheller without force or dust annoyance. These are only part of the advantages. Write and we will tell you all about it.

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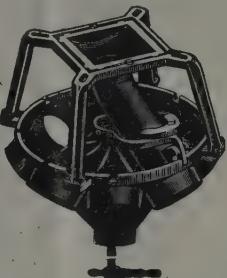
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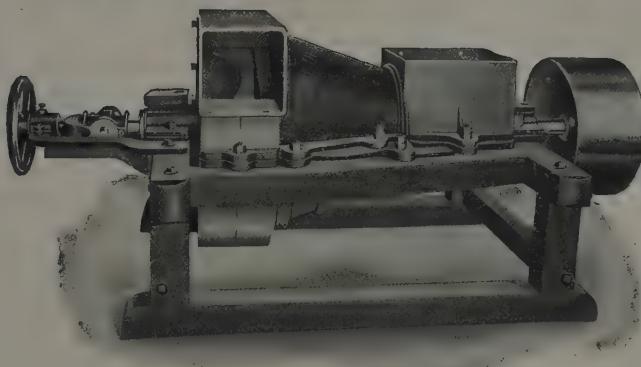
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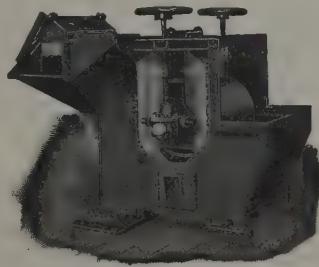
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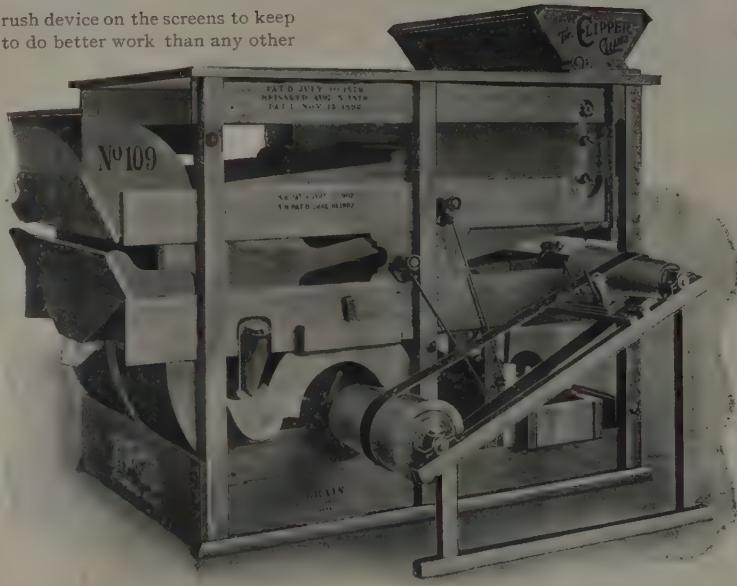
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Fan discharge separate from cylinder on shaft. In case of breakage from foreign material castings may be secured as desired.

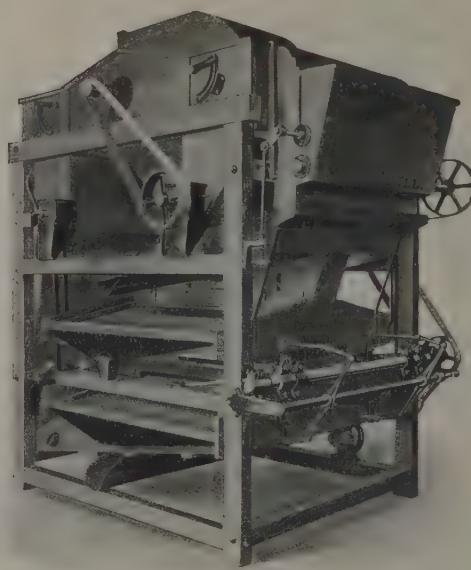
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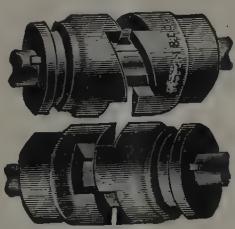
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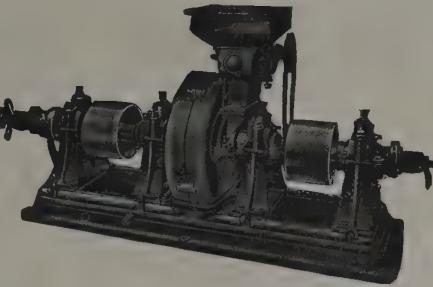
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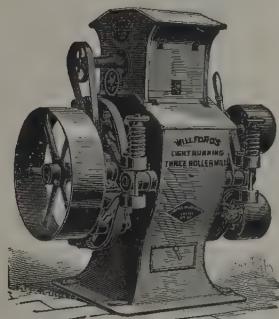
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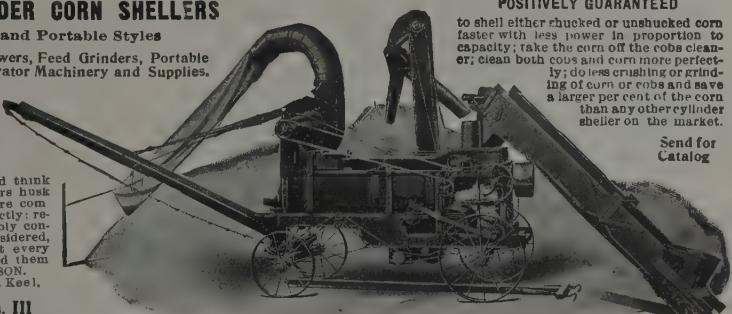


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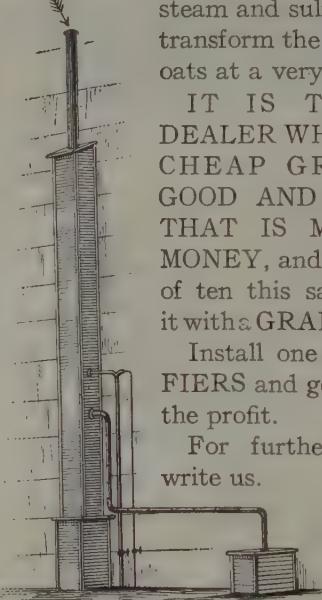
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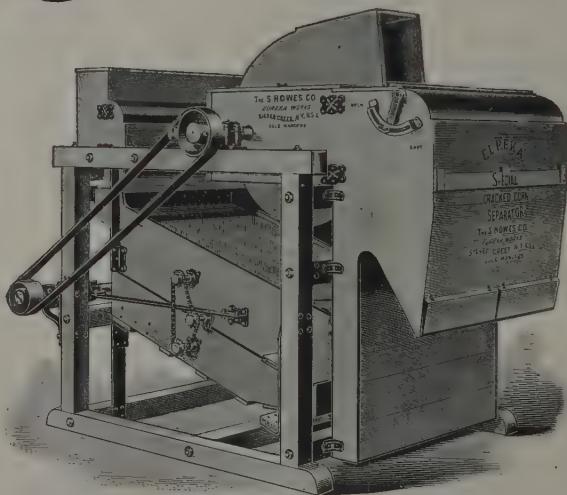
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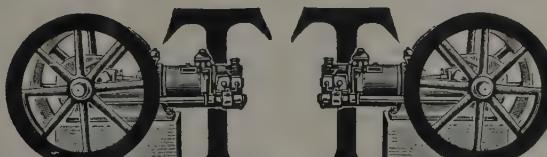
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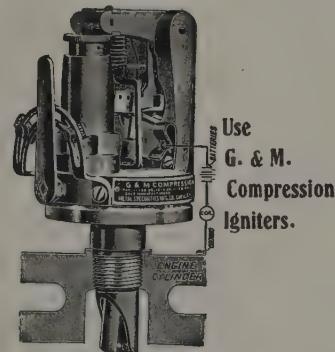
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**A GOOD PAYING ELEVATOR** with coal, flour, feed and salt business; in the northeast central part of Ohio. A bargain if sold soon. Address Welt, Box 10, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS** for sale—The kind you are looking for, and at prices and terms that will attract you. Kindly let me know your wants. See me in Peoria next week. James M. Maguire, Campus, Ill.

**FOR SALE**—Modern 20,000 bu. cribbed elevator, gasoline power; coal sheds and corn crib in County Seat Town, Northwest Iowa. Address J. E. K., Box 11, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—A small line of elevators in the western part of Minnesota and the northern part of S. Dakota in first class condition and doing a good business. Address 531, Palace Bldg., Minneapolis, Minn.

**FOR SALE**—Potato and grain warehouse; excellent fruit, potato, grain, hay, feed and flour business. Large territory. No competition. Small capital required. Selling on account health. Billman & Sons, Cedar, Mich.

**FOR SALE**—Elevators in the corn belt of Ohio and Indiana. Have several choice propositions. Give us an idea of where you would like to locate and the amount you desire to invest. Tri-State Elevator Co., Hicksville, O.

**ELEVATOR** and coal business for sale on Wabash R. R. in Western Illinois. Elevator 7,000 bu. capacity, in first class running order. Will sell worth the money. Address Walt, Box 11, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR SALE.

**GOOD PAYING** elevator and mill for sale. Write us. Buckeye Brokerage Co., C. B. Jenkins, Mgr., Marion, Ohio.

**FOR SALE**—20,000 bu. elevator, grain, coal, meat and feed business in corn and oats belt of Ill. Two dumps. Business fine. Address W. B., Box 11, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—20,000 bu. cribbed elevator on C. M. & St. P. R. R., in McLeod County, Minn. Best location in town, doing a good business. No trade. If interested address Hite, Box 9, Grain Dealers Journal, Chicago.

**FOR SALE**—A 14 hopper bottomed bin house first class condition North Western Iowa; also good coal and feed business. Handled 92,000 so far on the crop. Easy terms to purchaser and price right. Address L. B. S., Box 11, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Small line of elevators, doing a good business, in the best part of Southern Minnesota where crop prospects never looked better at this time of year. Reason for selling; too much other business to attend to. Address Lock Box 99, Henderson, Minn.

**FOR SALE**—3 elevators of 25,000 bu. capacity each, located at San Jose, Natrona and Harness, Ill. Also a one-half interest in 3 other elevators. The above property was formerly owned and operated by J. & F. J. Rapp. For further information address E. M. Wayne, Delavan, or Fred W. Jacobs, San Jose, Ill., Trustees.

**FOR SALE**—22,000 bu. elevator, built of 2x6 oak cribbing, weather board siding; 25 H. P. Olds Gasoline engine, one 12 in. leg. terra cotta engine room and office, private loading switch and ground, connected with the E. J. & E. Ry. and the B. & O., 35 miles east of Chicago in first class grain country; for information write Cadwell & Salyers, Malvern, Iowa.

**20,000-BU. ELEVATOR FOR SALE**, located 25 miles from Des Moines, Ia. first class repair; two stands of legs; two 10-h. p. gasoline engines; sheller, cleaner, etc. Crib capacity for 12,000 bus. ear corn; good coal business in connection; handling about 175,000 bus. annually. Excellent reason for selling. For further particulars address Will, Box 6, Grain Dealers Journal, Chicago.

**FOR SALE**—Grain, coal and feed business in Illinois on C. & A. Ry. Plant includes 50,000 capacity gasoline power iron-clad cribbed elevator building. Cribs for 15,000 bu. ear corn. Coal houses for 200 tons hard and soft coal. Feed grinder, etc. All in first-class condition. Handles 150,000 bus. grain annually. Price \$8,000. Address Door, Box 11, Grain Dealers Journal, Chicago.

**ELEVATORS FOR SALE**—One special wheat station. 75 cars, N. Ind. L. S. & M. S., \$4,000. One special bargain ships 100,000 grain, good coal business; large fine ironclad house can't be built for the price, \$6,000 terms; Erie R. R. Another special bargain, 35,000 house, good as new, slate roof, ships 125,000. Large retail bus. will gross \$7,000 profit per yr. L. E. & W., \$8,500 terms. You don't want an elevator if you won't buy this. Another the best \$14,000 bargain in the U. S. New crop near; must hurry. Address John A. Rice, Frankfort, Ind.

## ELEVATORS FOR SALE.

**THREE ELEVATORS** for sale on the B. & M., in good grain section of Kansas. One new house; all in good condition. Write Onah, Box 3, Grain Dealers Journal, Chicago.

**FOR SALE: FIVE COUNTRY ELEVATORS** on Santa Fe between Florence and Lyons, Kansas, also Terminal Elevator 75,000 bu. capacity at Florence. For particulars address David Heenan, Wichita, Kansas.

**FOR SALE**—Two elevators in Okla. One on C. R. I. & P. Ry. and the other on the Frisco Ry. First class condition. Prospects for an excellent crop of wheat and oats never looked better. Address Rett, Box 7, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—30,000-bu. cribbed elevator in So. Dak. on C. R. I. & P. Ry. Station handles 250,000 bu. One other elevator line house. Coal sheds in connection, best station on the line. No trade. Address Den Box 9, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR**, Hay and coal business for sale on Wabash. Price \$5,000. Handles 100,000 bu. annually. In town of 1500, 15,000 capacity new and modernly equipped steam power. A good reason for selling, good tiled black land. This is a bargain and will not last long. Address Mond, Box 9, Grain Dealers Journal, Chicago.

**FOR SALE**: 40,000 bu. cribbed elevator in Eastern South Dakota. 90 cars shipped so far this season. Sold 800 tons coal. Storage capacity 400 tons. Price \$6,000. Terms on \$2,000 to \$3,000; balance cash. Extra good grain town. Good live town 1300. Good schools, four churches. Reason for selling, wish to quit the grain business. Address Day, Box 8, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—The best small line of elevators in northern Iowa, consisting of nine houses with aggregate capacity of 240,000 bushels. Located in the center of the grain belt and in an immensely productive territory. Large retail business in coal, flour, feed, salt and tile at all the points. Retail business alone will pay expenses of operation. Houses are all in good condition and equipped with good machinery. Cleaning station at end of line nearest markets. Has always been a good money maker. Full particulars and specifications on application. Address, Iowa, Box 8, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR RENT.

**FOR LEASE**—20,000 bu. elevator doing good paying business in grain seeds, coal and hay; located in good town; rich farming country. Will be leased worth the money. Come and see. Will answer all questions. Address D. A. L., Box 11, Grain Dealers Journal, Chicago, Ill.

## INFORMATION FREE.

Readers desiring to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Buro, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS WANTED.**

WANTED—An elevator in Michigan or Northern Ind. or Northern Ohio. Give full particulars and price in first letter. F. Kalmbach, Milan, Mich.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED: Western Ohio or eastern Indiana. Give full particulars and price for cash in first letter. The Buckland Mfg. Co., Buckland, Ohio.

WANTED—Two wood corn elevators or locations for same near Oklahoma City. Address 720 East 8th St., Oklahoma City, Okla.

WANT TO BUY for cash one to four grain elevators. Must average at least 150,000 bu. per year. Address A. F. S., Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—To trade a Central Missouri farm, over a section; nicely located for elevator, implement or lumber yard. Address F. H. H., Box 11, Grain Dealers Journal, Chicago, Ill.

WANT TO BUY 1, 2 or 3 elevators, or elevator and lumber yard. Prefer to get near some lake or river where there is good fishing and duck shooting. Must be money making proposition and price reasonable for quick cash deal. Give full particulars in first letter. Address Perry Frazier, DuBois, Neb.

**MISCELLANEOUS WANTED**

IF YOU want to buy, sell or exchange an elevator, write, wire or phone us. Tri-State Elevator Co., Hicksville, Ohio.

WE ARE making a specialty of Buying, Selling and Exchanging Ohio, Indiana and Michigan Elevators. Let us know your wants. Address Tri-State Elevator Co., Hicksville, Ohio.

WANTED—Several lumber yards in Northern Ill., one yard towns preferred. Do not object to elevator or coal yard. What have you? Address Lumber, Box 11, Grain Dealers Journal, Chicago, Ill.

WRITE US if you want to sell your elevator or want to buy. We have a large list of elevator bargains and also some good exchanges for elevators. Address Iowa Mill & Elevator Brokers, Independence, Iowa.

WANTED—Knowledge regarding the present whereabouts of V. P. Wyland, formerly manager of the Economic Construction Co. of Chicago. Have an important communication for him. When last heard of was in Oklahoma. Address Important, Box 7, Grain Dealers Journal, Chicago, Ill.

The Fannystelle Farmers Elevator Co. Ltd., of Fannystelle, Manitoba, is open for tenders to build a 40,000 bu. elevator at the above named point. Plans and specifications can be seen at the office of W. H. Stevens, Fannystelle, Manitoba; all tenders to be in by June 20, 1909. Lowest, or any tender not necessarily accepted. Further information will be promptly furnished by addressing the above.

**SITUATIONS WANTED.**

POSITION WANTED as manager of elevator, by experienced young man. Address Box 118, Heartwell, Neb.

WANTED POSITION—Experienced grain, hay and seed buyer wants work. Address Mart, Box 10, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as traveler or superintendent; 18 yrs. experience in grain business. Address Bran Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—Position with live grain firm. Have had experience in country and terminal elevators. References given. P. D. Richards, 218 Astor St., Des Moines, Ia.

WANTED POSITION as manager of country elevator by experienced young man. Best of reference; first class bookkeeper. Address Wit, Box 10, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by experienced man as Mgr. of country elevator, or Asst. Mgr. of small line of eltrs. Prefer Ia. or Neb. Best references. Address J. G., Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED in grain elevator by all round man; 10 yrs. experience in large elevators, expert weighman, 6 yrs. last house which is closed. E. F. Kelly, 2814 Commercial Ave., Cairo, Ill.

POSITION WANTED as grain buyer for some elevator firm. Three years experience. Good accountant and penman. Can give the very best of references. Age 33, Married. Address Box 781, Vermillion, S. D.

SITUATION WANTED as manager of grain elevator or solicitor for grain firm; would put up time and experience against capital in grain enterprise; 5 yrs. exp. A-1 ref. Age 30; single. Address Moy, Box 3, Grain Dealers Journal, Chicago.

A MAN of twenty years' experience in the grain, coal and stock business would like position with some good Farmers Elev. Co. or private concern. Can show good results and furnish references. Address N. B., Box 11, Grain Dealers Journal, Chicago, Ill.

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**GRAIN DEALERS JOURNAL**

259 La Salle St., Chicago, Ill.

**Gentlemen:**—Enclosed find One Dollar and Fifty Cents for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator Post Office.....

..... bus.

State.....

**SITUATIONS WANTED.**

POSITION WANTED as auditor and assistant manager of line of elevators. Also experienced in putting gasoline engines and elevator machy. in order. Address F. A. J., Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—Ohio man with family wants position with elevator company as manager or representative. Will work on percentage. Had wide experience, also understands telegraphing. Go any place. Address Arbor, Box 9, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED—A good all round traveling man and track buyer, 20 years experience; good acquaintance in Iowa, Southern Minnesota and South Dakota; 2 yrs. experience on floor Minneapolis Chamber of Commerce, wants a position with some good firm. Good references. Address G. B. R., Box 11, Grain Dealers Journal, Chicago, Ill.

**HELP WANTED.**

WANTED—Men to work on elevators; mechanics only. Address J. A. Horn, Oklahoma City, Oklahoma.

WANTED—An A-1 bookkeeper, rate and claim man up-to-date and experienced in the grain business. Unless you can make good don't write. Address Texas-Oklahoma Co., Vernon, Tex.

ASSISTANT to the news editor wanted to read exchanges and typewrite news items. Give full particulars regarding experience and salary expected. Address Editor, Grain Dealers Journal, Chicago, Ill.

**BLACK BOARDS FOR SALE.**

BLACKBOARDS—Every elevator and mill should have one for posting Daily Grain Prices. Popular size, \$1.25. Brokers Blackboard Co., 1332 Wilson Ave., Chicago.

**CAR LINER FOR SALE.**

THE BEST MATERIAL to patch grain cars is heavy strawboard paper. Easy to use, cheap and efficient. 2c lb. in lots 100 lbs. or more. Address C. E. Carpenter, Schoolcraft, Michigan.

**HAY WANTED.**

HAY AND STRAW WANTED. Correspond with us. T. D. Randall & Co., 92 Beard of Trade, Chicago, Ill.

# The GRAIN DEALERS JOURNAL.

## ENGINES FOR SALE.

STEAM ENGINE—10x16 stationary, \$140. Elmer Calkins, Petoskey, Mich.

GASOLINE engines for sale, 10 h.p. Temple Pump Co., 15th Place, Chicago.

ATLAS ENGINE, 35 H.P., in first class order for quick sale at bargain price. Address W. W. Pearson, Upland, Ind.

FOR SALE—One 25 H.P. Columbus Gasoline Engine; good as new. Price reasonable. Inquire of Versailles Grain Co., Versailles, O.

TEN 2-H. P. FAIRBANKS-MORSE "J. O. A. T." Gasoline Engines, used one week, \$65 each. Wilmot Machinery Co., 722 Gravier St., New Orleans, La.

A BARGAIN in an 18 Horse Power Gasoline Engine. Fairbanks Morse type. Must be taken at once. Address The Metamora Eltr. Co., Metamora, Ohio.

FOR SALE—1 portable 6-h. p. Stover Horizontal Gasoline Engine, on steel trucks, complete, new. Price \$290 f. o. b. New Orleans. Wilmot Machinery Co., 622 Gravier St., New Orleans, La.

FOR SALE—Gas Engine (St. Mary's) complete with all attachments—twenty dollar magneto, etc., \$125.00 cash buys outfit f. o. b. Sidney, O. A rare bargain. Write quickly. Sidney Elevator Mfg. Co., Sidney, Ohio.

FOR SALE—Gas and Gasoline engines, slightly used or rebuilt, and in good condition, at bargain prices. 20 H.P. Otto; 22 H.P. Miami; 15 H.P. International; 8 H.P. Weber; 8 H.P. Master Workman; 7 and 3½ H.P. air cooled. New engines and producers, all sizes for immediate shipment. Address Standard Scale Co., 52 S. Canal St., Chicago, Ill.

**GASOLINE ENGINES FOR SALE.**

50 H.P. Nash.

25 H.P. Columbus.

25 H.P. Fairbanks Morse.

22 H.P. Fairbanks Morse.

20 H.P. Ohio.

12 H.P. Fairbanks Morse.

6 H.P. Fairbanks Morse.

4 H.P. Fairbanks Morse.

3 H.P. International.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 62 West Monroe St., Chicago, Ill.

**GASOLINE ENGINES FOR SALE.**

1—8 H.P. Fairbanks ..... \$150.00

1—15 H.P. Marinette, good as new 300.00

1—15 H.P. Fields, used less than 30 days ..... 350.00

1—15 H.P. Fairbanks, first class running order ..... 200.00

1—20 H.P. Fairbanks, good as new 350.00

1—3 H.P. Fields, good as new... 90.00

1—8 H.P. Webber, good as new. 100.00

1—60 H.P. Corliss engine ..... 500.00

Allen P. Ely & Co.,

Omaha, Neb.

## MACHINES WANTED.

WANTED—An oats and corn cleaner of some standard make—Monitor or Western preferred. 1000 bu. capacity; must be in first class condition and cheap. H. H. Tucker, East Lynn, Ill.

## Do You Want

The grain trade news? Then subscribe for the GRAIN DEALERS JOURNAL. Twice each month for \$1.50 per year.

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FOR SALE—One good second hand steam boiler; 60 H.P. Will sell cheap. Address W. H. Hurley, Clinton, Mo.

### REBUILT ENGINES AND BOILERS.

The cleanest and most thoroughly rebuilt, all our own and in stock. Not scattered everywhere and merely listed

ENGINES—CORLISS: 20x48" Wheelock, 20x42 Allis, 18x42 Hamilton, 16x42 Lane and Bodley, 14x36 Lane and Bodley, 14x24 Wright, 12x30 Allis, etc.

ENGINES — AUTOMATIC: 16x32 Buckeye, 15x14 Erie, 14½x16 Buckeye, 14½x14 Ball & Wood, 13½x15 Taylor, 13x16 Erie, 12x14 Green, 12x12 N. Y. Safety, 10x10 Fisher, 9½x12 Leffel, 8x10 All-free, etc.

ENGINES — THROTTLING: 18x24 Erie, 16x20 Chandler and Taylor, 16x18 Erie, 14x24 Atlas, 13x16 Chandler and Taylor, 14x14 Lewis Vertical, 10x16 Owens, Lane and Dyer, 10x12 Industrial, 9x12 Ajax, 8x12 Climax, 7x12 H. S. & G., 6x8 Clark, etc.

BOILERS — STATIONARY: 72x18 High Pressure, 72x18 Standard, 72x16, 66x16, 60x20, 60x16, 54x16, 54x14, 54x12, 48x16, 48x14, 44x14, 40x12, 40x9, 36x16, 36x10, etc.

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PUMPS: All sizes, Single and Duplex.

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Sole manufacturers of the celebrated "LEADER" INJECTORS and JET PUMPS. Send for circular. THE RANDLE MACHINERY CO., 1748 Powers St., Cincinnati, O.

## MACHINES FOR SALE.

A Cutler steam dryer, 16 inch by 10 feet, for sale; good condition. H. H. Emminga, Golden, Illinois.

FOR SALE—Boss Car Loader, good as new; been used 2 years. Will sell cheap. Address Howard Townsend, Irwin, O.

FOR SALE—Large Western field shell-er used 3 yrs. Selling cheap to settle estate. Price \$125.00. Address W. A. Webb, Weldon, Ill.

FOR SALE—One Monitor grain cleaner, size 5A. As good as new. Also one Fairbanks shipping scale cap. 200 bu. Farmers Elevator Co., Lisbon, North Dak.

FOR SALE—One No. 3 Monitor double receiving separator and grain cleaner; 300 bu. per hour capacity. Used about three years, for \$75.00. Address Pearson & Hayton, Marshall, Okla.

FOR SALE AT A BARGAIN—Several old-style No. 3 grain separators. New, never been used. Need the room and will close out cheap. Johnson & Field Mfg. Co., Racine, Wis.

FOR SALE—Three No. 2 Barnard & Leas Plansifters. Have used six years, but are in good condition. Will have to be re-clothed. Will make low price. Address Oklahoma City Mill & Eltr. Co., Oklahoma City, Okla.

## SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

ONE 600 BU. Fairbanks hopper scale, good as new, for sale. Address McLeod Bros., Bloomington, Ill.

FOR SALE: 14 Fairbanks and Howe hopper scales good as new, sizes 100 to 1,000 bu. Omaha Scale Co., 10th & Douglas St., Omaha, Nebr.

150 BU. DORMANT Strait Mfg. Co., hopper scale for sale at a bargain. Never taken out boxing. Address H. F. Probst, Arkansas City, Arkansas.

SCALES of all kinds repaired rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

## MISCELLANEOUS FOR SALE.

FOR SALE—One Abbott Check Punch, good condition, price \$10.00 at Cleveland. The Union Elevator Co., Cleveland, Ohio.

ONE addressograph twenty four drawers, little used, as good as new, for sale. Address Weller Manufacturing Co., Chicago, Ill.

FOR SALE cheap—One elevator, chop roll, single pair 12x16 belt drive, capacity 50 to 80 bu. Also meal bolt. Address Emil Brunner, Hope, Kans.

GRAIN TESTERS: Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

FOR SALE—All the machinery in a 1,600 bbl. flour mill located in St. Louis. Have some bargains in wheat separator; dust collector; 10,000 ft. of elevator belts with caps attached. Write for prices. Address E. C. Hogan, Main & Mound Sts., St. Louis, Mo.

BARGAIN—Atlas ¼ H.P. Water Motors. Will operate washing machines, sewing machines, ice cream freezers, dynamos, bench lathes and drills; grind knives, tools and skates; polish brass, silverware, etc. Can be attached to any house faucet, plain or threaded. Rust-proof and unbreakable. Price complete with emery wheel, pulley and 6 ft. of leather belt, \$1.50. With fan and guard, \$3.50. Send for description. Address Brooks Machine Co., 1202 Wilcox Ave., Chicago, Ill., Dept. G.

SECOND-HAND MACHINERY.

Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair High Alfre, belt drive; 1-7"x15" Alfree 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic 25 bu. cap; 1 No. 256 Monarch Magnetic, 50 bu. cap; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular; 1 No. 2 Monach. Address Sprout, Wal-dron & Co., P. O. Box 260, Muncy, Pa.

## WANT HELP?

Then consult the "Situations Wanted" columns of the Grain Dealers Journal.

**MILLS FOR SALE.**

FOR SALE—Alfalfa Mill. Write the Land & Power Co., Arkansas City, Kans.

ALFALFA MILL for sale, located in the heart of the alfalfa district, good location, plant in fine shape. Address Box 55, Whitewater, Kansas.

75-BARREL WATER POWER FLOUR and feed mill, located in best farming community in Northern Indiana. Doing good business. Mill now running. For further particulars, address Box 18, Middlebury, Indiana.

FLOUR AND FEED MILL located at Erskine, Polk County, Minnesota, on Soo Line and Great Northern railways. We have no use for this property. Want an offer. Schwab Bros., 520 Guaranty Bldg., Minneapolis, Minn.

FOR SALE—Half interest in an up-to-date 100-bbl. flour mill. Good location in Indiana town. Well established business. New machinery just installed but sale necessary to close estate. Prefer experienced grain buyer and office man. Address Shall, Box 9, Grain Dealers Journal, Chicago, Ill.

50-BBL. water and steam power grist mill for sale; up-to-date machinery, first class condition, both machinery and building, excellent location, good custom trade, plenty of wheat raised near mill. Property cost \$8,000; must be sacrificed and no reasonable offer will be refused; must be sold at once. NATIONAL INVESTMENT CO., 582 Brandeis Bldg., Omaha, Neb.

FOR SALE 400 barrel Spring Wheat Mill & Elevator in Minnesota. Strictly modern and up-to-date. Have long list of customers and mill running every day. Location in a city of 15,000 population. Three railroads. Will accept part cash and time paper from responsible parties for balance, or will make a trade for something we can handle. Address Minnesota, Box 6, Grain Dealers Journal, Chicago.

FOR SALE—Steam Feed Mill, including 60 h. p. boiler; 50 h. p. engine; Attrition grinder, corn sheller and cob crusher of Sprout & Waldron make; all nearly new; heavy frame building 32x45—two story above basement. Engine and boiler room brick, 24 ft. square; pair Fairbanks 5 ton wagon scales with weigh beam in office. Located in best farming country in southern Michigan. For further particulars call or address A. E. McKerlie, Sturgis, Michigan.

**GRAIN WANTED.**

HOT AND DAMAGED CORN of every description wanted. Address F. Miller & Sons, 2931 N. Broad St., Philadelphia, Pa.

**BINDER TWINE FOR SALE.**

STANDARD BINDER TWINE—Fully guaranteed. 7 cents in ton lots. Write for samples. L. S. Fitch, Oakwood, Ind.

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A PERFECT BALANCED RATION  
**M. C. PETERS MILL CO.**  
Alfalfa Queen Mills. OMAHA, NEB.

**SEEDS FOR SALE.**

FOR SALE—Kaffir corn, cane and millet seed. Address Early Grain & Hay Co., Amarillo, Texas.

SMALL VARIETY SEED BUCKWHEAT for sale. Write for sample and prices. D. Gratz & Son, Tecumseh, Mich.

ALFALFA, dodderfree, crimson clover, dwarf Essex rape, for sale, only for wholesale dealers. Ask for sample and prices. I. L. Radwaner, N. York, Representative of Liefmann's Hamburg.

JAPANESE MILLET—A great catch crop can be sown as late as July 1st and produce from 5 to 10 tons of hay per acre. Price: 50 lbs., \$2.75; 100 lbs., \$4.50; 250 lbs., \$10.00. Order today. Salzer Seed Co., Box G, La Crosse, Wis.

KAFFIR CORN, CANE SEED, ALFALFA MEAL. Write us for prices bulk and recleaned, even weight sacked f. o. b. Oklahoma City, Kansas City, St. Louis or Chicago, immediate shipment. E. R. & D. C. Kolp, Oklahoma City, Okla.

**SEEDS WANTED.**

FIELD SEEDS and kaffir corn. Send samples. J. Oliver Johnson, Chicago.

CLOVER TAILINGS Wanted:—We will buy Clover Tailings or bad Buckhorn lots. Send samples and lowest prices, and we will bid. Kerr Brothers & Humphreys, Bellefontaine, Ohio.

**BUCKWHEAT FLOUR FOR SALE.**

Choice pure buckwheat flour for sale. Prompt shipment. Miner-Hillard Milling Co., Wilkes-Barre, Pa.

**ACCOUNT BOOKS FOR SALE BY GRAIN DEALERS JOURNAL, CHICAGO**

**GRAIN FOR SALE.**

SOUND Ear Corn for sale. Address Branch Grain & Seed Co., Martinsville, Ind.

FOR SALE—Oats and corn in car lots. Ask for quotations. Buckland Milling Co., Buckland, Ohio.

FOR SALE—Wheat, Corn, Oats, and Kaffir Corn. Delivered prices made on request to any points in the United States. Stevens-Scott Grain Co., Wichita, Kans.

**FLOUR FOR SALE.**

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

**BAGS FOR SALE.**

SECOND HAND BAGS, BURLAP AND BARREL COVERS bought and sold. Address Richmond Bag Co., Richmond, Virginia.

BAGS FOR SALE—Buy from first hands. We are manufacturers. The price will be interesting. Write today. Address Isbell-Brown Co., Lansing, Mich.

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MINNEAPOLIS, MINN.

## The Invincible Fire Proof Steel Compound Shake Dustless Double Receiving Separator

This machine is an exact duplicate of our wooden Separator except it is of steel construction.

We are pioneers in building fire proof cleaners but we have kept abreast of the times and we believe we make a machine unsurpassed in its efficiency and workmanship.

*Write for Catalog No. 16.*

## The Invincible Grain Cleaner Co.

SILVER CREEK

NEW YORK

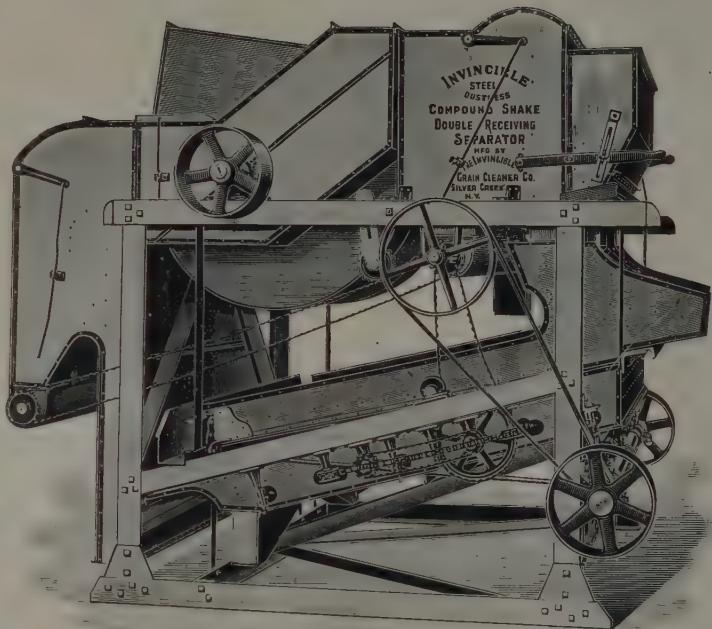
REPRESENTED BY

J. H. PANK, 512 Traders Building, Chicago, Illinois, Phone Harrison 667

F. J. MURPHY, 225 Exchange Building, Kansas City, Missouri

C. L. HOGLE, 623 Board of Trade, Indianapolis, Indiana

CHAS. BEATLEY, Terminal Hotel, St. Louis, Missouri.



N. W. REPRESENTATIVES

STRONG-SCOTT MANUFACTURING COMPANY  
Minneapolis, Minnesota

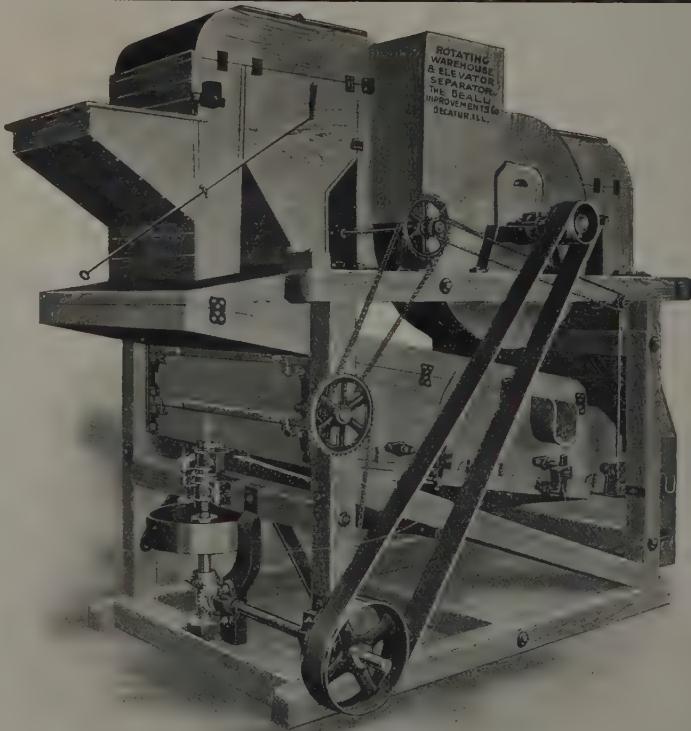
*Send for 1909 Catalog*

## "I surely would buy a 'Beall'"

"The Beall Rotating Warehouse and Elevator Separator we bought of you two years ago has run every day and most of the time night and day, and the machine has given us the very best satisfaction, and we will say that its capacity is something wonderful. Anyone who wishes to grade wheat for shipping purposes can regulate their suction so easy that it is an easy matter to make No. 2 wheat out of No. 3 or 4, where the valves are properly regulated. If I wanted to buy another warehouse separator I surely would buy a Beall."

Helena Milling & Elevator Co.,  
Helena, Okla.

*Write for prices of  
this machine*



**The Beall Improvements Company**  
**DECATUR, ILL.**

## GRAIN DEALERS JOURNAL

Published on the  
10th and 25th of Each Month  
by the

### Grain Dealers Company

255 La Salle Street, Chicago, Ill.  
CHARLES S. CLARK,  
Manager.

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year \$1.50; two years \$2.50.  
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A Red Wrapper on your Journal means  
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#### The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms place your announcements in the leading Journal.

The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

#### Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898,  
at the Post Office at Chicago, Ill., under Act  
of March 3, 1879.

GOLD MARKS SIGNIFYING QUALITY  
OF CIRCULATION HAVE BEEN  
AWARDED THE GRAIN DEALERS  
JOURNAL BY THE AMERICAN  
NEWSPAPER DIRECTORY



CHICAGO, ILL., JUNE 10, 1909.

FIVE NEW reports of cars leaking in transit, are given in this number, page 765. When you see cars leaking, let us have the facts.

CORN RESERVES at country stations and in farmers' hands must be greatly over estimated, as famine prices do not bring it out, and dealers reporting to the Journal confirm the suspicion of many that country stocks are small.

FEED DEALERS and manufacturers have evolved so many new fangled dishes for "Old Boss" that she is now complaining of dyspepsia, and that dizzy feeling, so we presume new compounds must be devised to meet the needs of this finicky old epicure.

KANSAS CITY has no patience with grain thieves, and when they are caught stealing grain from cars, they are dealt with most summarily. Recently two of these gentry with a special weakness for the grain of others, stole a wagon load from a Missouri Pacific car. Four days later both started to the penitentiary to serve out a two years' sentence. If the courts of every central market were as prompt and severe in punishing those caught stealing from cars, no more shortages would be due to this practice.

NOT DISCOURAGED by proof of over-estimating last year's wheat crop, the crop guessers of the Agricultural Department have started in on a new one, and seem determined to keep widely at variance with the State reports. The Department's crop reports should be made more reliable, or else issued with less frequency. Once in five or ten years would suffice until information is obtained upon which people can depend.

MAY WHEAT closed at \$1.34 in Chicago, altho the ruling cash price in winter wheat markets was much higher, showing conclusively that the prices believed in by Mr. Patten were more than justified by existing conditions. One car of wheat was sold at \$1.65 in St. Louis last week. The Secretary of Agriculture, the yellow press, and the gentlemen of the cloth, who never hesitate to denounce everyone before investigation, to the contrary notwithstanding.

CINCINNATI bucket-shop keepers operating under the name of O'Dell Brokerage Co. have recently been sentenced to six months in jail, \$200.00 fine, and a real severe lecture from the judge, because these six culprits who started a company with a supposed capital of \$250,000, had only \$19,000 all told, and the poor gullible public lost over a million dollars because of its inability to discern the difference between a bucket-shop and a legitimate commission firm.

UNIFORM GRADES as drafted by the Grain Dealers National Ass'n, have been endorsed, and recommended by the Millers' National Federation. Nearly everyone directly interested in the grain trade has now expressed himself as favorable to uniform rules. The Illinois Grain Inspection Dept. alone seems to stand in the way of early uniformity. Recent meetings of grain dealers all seem to have overlooked the desire for uniformity, and no action has been taken looking to this end. Why?

SPARKS from a B. & O. locomotive started a fire at Mansfield, O., two years ago, with the result that a suit for \$25,000 damages was followed by a favorable verdict, in an Ohio court last week. The laws require the railroad companies to equip their locomotives with spark arresters, which shall protect adjacent property. If the law went further, and required adjacent property to be covered with non-combustible material, it would be much easier to comply with, and the result would be a material saving of property. So far no spark arrester has been devised which can be used without reducing the draught, and minimizing the efficiency of the locomotive. Until such a device is perfected, it will probably be more expensive for railroad companies to comply with the law, than to pay for the properties burned.

MANY SHIPPERS seem to have an indefinite idea of what is meant by "Destination Weights," and accept unloading weights even if the car be forwarded and reforwarded to one, two or three markets. The destination to which the shipper first bills the grain should be considered destination so far as weights are concerned and shippers would promote their own interest by refusing to consider weights at any other point than the first destination of shipment the one which they had contracted to accept in settlement.

DIVERTING grain has long been a prized privilege of brokers in central markets, hence it is but natural that the attempt of the Eastern lines to assess a charge of \$2.00 for each car reconsigned continues to meet with vigorous opposition. The members of some of the eastern exchanges have gone to the extent of boycotting roads supposed to have taken the initiative in encumbering the trade with this charge. Others are still content to work for the cancellation of the charge. Some believe that the ultimate outcome of the trouble will be a reduction of the charge to \$1.00 per car.

#### FANCY CLIPPED OATS SEIZED AT TAMPA.

Mixed oats misbranded have recently been condemned at Tampa, Fla., and may be sold next week. It seems that 769 bags which were branded "Millers Fancy White Clipped Oats" are reported "to contain a mixture of other grains, which is an adulteration" within the meaning of an Act of Congress, approved June 30th, 1906. Those engaged in the wholesale grain trade know full well that few shipments of oats the past season have not contained a large percentage of barley. A short crop of oats and the light quality made this necessary in order to piece out the demand for feedstuffs.

We feel certain that were this matter to be placed before a council of learned and experienced horses and cows, they would pronounce it an adulteration of barley, because the barley in the mixtures shipped during the last season has generally been superior to the oats.

It is an easy matter for the trade to get around the law, and the technical fault-finding officers, who feel the necessity of doing something for their salary, by branding the bags containing the mixture "barley-mixed oats." No excuse will be left to the meddlers for attempting to interfere with the trade. The barley is no doubt just as good a feedstuff as the oats, and just as welcome to the ultimate consumer, all of which is fully understood by the mixers and the dealers. The adulteration is so apparent no one is deceived by it; no one is swindled; no one injured, but those who put their shipments into packages, must brand them correctly, or expect to meet with trouble.

## CLOSER TRADE RELATIONS.

The entertainment of the receivers of different western markets at St. Louis last week, and the entertainment of others at Wichita and Peoria next week, as well as the entertainment features of every association meeting must prove of great benefit to the individuals participating, and the markets they represent. Not only will those members of the trade who are well acquainted become better acquainted, and be able to know better how to deal with one another, but each will be found saying a good word for the other more frequently, and where differences arise each will have more consideration for the rights of the other man to the contract.

In the grain business, those who have dealings with one another, must necessarily have much confidence in one another. All business which reaches any marked degree of success must be firmly based on confidence, hence in the larger work of business building, the members of the trade must necessarily seek to establish confidence not only through methods of conducting their business, but also through acquaintance and friendship.

The entertainment at the different assemblings of grain dealers always results in many new acquaintances, some of which ripen into warm friendship, followed by confidence and business relations which often prove not only pleasing and gratifying, but profitable to both parties.

The St. Louis Merchants' Exchange took the lead in entertaining the receivers of other markets, who are supposed to be their rivals for trade. The invitation was pleasing, the reception and entertainment delightful, and the event will surely prove a valuable investment for the St. Louis market.

## SOME RESULTS OF ARBITRATION.

The reports of arbitrators, published with our account of the Texas Meeting, this number, show a gradual decrease in the number of arbitrations, an increase in the number of cases compromised out of court, and an increased willingness to arbitrate, and to abide by the results of arbitration.

By degrees dealers are coming to have a far greater consideration for the opinions and rights of their brother dealers. Then too, through the reading of past arbitration decisions, and Supreme Court Decisions, all dealers are becoming posted as to their own rights, and the rights of their brother dealers. It is easier for them to see wherein they are wrong, and to grant gracefully to others that which is due them.

It is safe to say that the work of the arbitration committees of the different associations, has effected a great economy in the grain trade of the country, in that it has relieved the trade of many expensive and long drawn out law suits from

which the lawyers only were the gainers. Arbitration has educated those who read, as to what is fair and equitable, and above all else, it has given the members of the trade more toleration for those who differ with them on mooted points of disputed contracts. Discussion is now indulged without acrimony or venom.

One point emphasized most clearly by some arbitrators is that telephone contracts should not be considered contracts unless promptly confirmed in writing. In the rush of a day's business, it is not always possible for either party to a telephone contract to remember beyond all doubt twenty-four hours later, the exact details of each contract, unless every feature of it was immediately placed in writing. The trade would be justified in adopting a rule to the effect that *each party to a telephone contract must mail written confirmation to the other, day contract is made, otherwise it shall be considered null and void.*

Arbitration must be expected gradually to disclose the need of new, and unthought of rules, and in this way will it prove of greater help to the trade.

## BAD METHODS AND HEAVY FAILURES.

The grain trade has recently witnessed three bad failures of cash handlers, due principally to an insane desire on the part of the active managers to transact a large volume of business with utter disregard of profits.

South Dakota furnished two of these failures; Tennessee the other. The Tennessee plunger set many country shippers to wondering how he could afford to pay prices so much over the market, and the buyers in the South at the same time wondered at his remarkably low selling prices.

It is evident that Mr. Klyce had foreseen his threatening failure, months before the I. C. R. R. officials awoke to the fact that he was obtaining much grain from the Dyersville agent without bills of lading. Fortunately for the shippers, most of the grain was billed Shippers Order, so the Railroad Company and not the shippers will lose by the transaction.

For some time to come, the I. C. R. R. will be very careful about giving possession of grain billed Shippers Order, until the B/L is presented. In some sections of the country this practice is still indulged by careless station agents, but in most places it is necessary for the consignee to pay the draft and obtain B/L before he can secure control of the grain.

Some men find the desire to swing a large business, irresistible, and often will make contracts which hold out no prospect whatever of even the smallest profit. Such transactions invariably bring ruin to the prime mover, and often bring disaster to those with whom he deals.

It is well to know the character and responsibility of the man with whom you deal, as well as to know the price he is to pay. Those shippers who have assiduously chased extra eightths and quarters up and down the field of trade, without regard to the man offering the premium, have frequently paid dollars for the privilege.

## MISQUOTING FREIGHT RATES.

Misquoting of freight rates continues to bring heavy losses upon shippers, because railroad agents wilfully, or erroneously quote too low a rate to the shipper, and then after the shipment is made, collect a higher rate. The rate collected often effects a sufficient increase in the cost of laying goods down at destination, to more than absorb shipper's profit in the transaction. This does not worry the freight agents as their company gets the freight just the same.

Protests against this rank injustice have been filed with everybody having anything to do with transportation, but so far all in vain. The only suggestion for relief yet tendered shippers is by the Judge who hinted that a remedy might lie in a suit for damages. Surely if the shipper can prove he was misled by act of the carrier's agent, he could readily obtain decision for the loss in many courts, the measure of damages being easily determined.

One firm which recently made a shipment from Baltimore to Kansas was quoted four different rates on the freight by the same route. Unless some relief is soon afforded the shipping public, every business in which transportation is a large factor will be hopelessly crippled.

The President of the Texas Grain Dealers Assn., who evidently has suffered along these lines, begged members to take some steps toward protecting shippers from the errors of railroad agents. It is so easy for a railroad agent maliciously to mislead the shipper against whom he has a personal spite, or to capture business through quoting a little lower than the regular schedule, that it behoves shippers to study tariffs carefully themselves, lest they be frequently misled to their own great loss.

The Interstate Commerce Commission recognizes the danger to the shipping business, but as yet has not seen fit to suggest any practical remedy.

Shippers who watch our department devoted to New Grain Tariffs, tell us that frequently they are able to obtain a lower rate by reason of keeping posted. The railroads have never been known to notify a shipper of error in freight rate collected, where the rate collected was higher than the legal rate. They seem perfectly willing to take chances on quoting and collecting all they can get. They have men employed *only* to detect underbilling, and seem interested only in learning of those

discriminations which reduce their receipts.

Until the shippers band together and employ expert rate clerks to advise them as to the legal rate, when all the different authorities disagree, they must expect frequently to be misled and robbed.

#### FREE STORAGE OF COUNTRY ELEVATORS.

Free storage at country elevators has been discontinued in nearly all sections of the country, but in a few places where competition and distrust between competing buyers has banished common sense, this old time custom still prevails without much advantage to the farmer, but at great cost and inconvenience to the elevator man.

The storage room of an elevator costs money, and in addition to the wear and tear on the plant, as the result of taking the grain into storage, the elevator owner is liable for the safe keeping of the grain. Some elevator men have made it a practice to ship out stored grain and protect themselves against a rise in the market, by buying a future option. This may protect him from loss, but it will forever queer him with the farmers if they learn he has not their grain in the bins waiting for them.

One of the great disadvantages of giving free storage to farmers is that it enables competitors to fix the price when the farmer gets ready to sell. The country elevator man who is asked to bid on grain which he knows is stored with his competitor seldom can resist the temptation to bid more than he knows the grain is worth, thereby boosting the price on the giver of free storage. Some elevator men have often wanted to make repairs, overhaul their house, clean it out; but could not do it because the farmers to whom they had granted free storage refused to remove or sell the grain they had left in the elevator.

Free storage has and always will be a great burden to the country elevator man who begins to give it. After the custom is once established it is as hard to break off as any other vicious habit to which men are addicted. The best way is never to begin giving free storage, even for a day.

SOME MARKETS are considering the advisability of changing commission rules so as to charge on the basis of value instead of per bushel. If this change is to be carried out they must also adopt rules which will afford greater protection to the patrons of the market. The records of applicants for membership should be more carefully investigated and the reports to principals of service performed rendered more promptly and fully. The service of the receiver to the shipper can and should be improved whether the charge is increased or not.

#### KANSAS CITY INSPECTION.

So long as the Inspection Department of any market is controlled by politicians, trouble and dissatisfaction must be expected. Kansas City, like two of its sister markets, is cursed with two political inspection departments, not because the State is anxious or eager to protect the rights of anybody, but simply because the politicians want the fees.

The affairs of the Kansas City, Kas., inspection office have recently been under investigation, and as a result of the recent return of the chief clerk from Canada, ex-chief inspector Radford has been arrested charged with embezzlement. The Kansas City, Mo., Department is also in the toils of dissension, partly because the Commissioners controlling the department are dissatisfied with the patronage obtained, and partly because the grading of the inspectors has brot the work of the department into disrepute with outside buyers.

In our report of the Texas meeting, this number, will be found a most vigorous protest against the character of the wheat sent to the Lone Star State under certificates No. 2 Red Winter. A hearing before the Missouri commission this week brot out the information that grain inspected for export is inspected more liberally than grain intended for local consumers; and that grain going into the elevators was required to pass a very rigid inspection, while that going out was traded very liberally.

It seems to be the disposition on the part of the Missouri Commission to throw all the blame for recent trouble upon the Chief Inspector, probably because they desire to displace him with a more influential supporter. So long as the grain trade is dependent upon political inspection departments for classifying and grading of grain, it must expect carelessness and inefficiency as well as the frequent changing of the entire force, without any regard for the interests of those served by the department.

REPORTS from different exchanges in "Asked-Answered" column this number in reply to query published recently shows the sentiment of the trade to be unqualifiedly against a member attempting to act in the dual capacity of principal and agent. No man can serve two masters, and it is especially difficult if he be one of them. The rules of New Orleans, Kansas City, Chicago and Wichita are most explicit and admit of no quibbling. The commission merchant is supposed to be entrusted with the interests of the shipper and unless he can serve him alone and faithfully he should be denied the privilege of seeming to do so. That exchange which takes every precaution to protect the shipper's interest in this matter will be the most inviting to him.

THE pure seed cranks are at last inspecting seeds offered for sale by growers and insisting that they submit to the same regulation as dealers; and why not?

WIND and fire have been especially severe on grain elevators of Michigan and the Dakotas recently, so the owners who have not suffered may expect to escape loss for sometime to come if the natural average is to be maintained.

GASOLINE leaks must not be tolerated if you desire to continue in possession of your elevator. Three recent fires in one Iowa elevator are traceable direct to this source, which of itself should be enough to insure an early repairing of pipes and valves.

LEAKY car reports from the terminal markets show no decrease in the number of bad order cars arriving loaded with grain. Both carriers and shippers suffer as the result of using old worn out rolling stock and it will be even worse when the new crop begins to move in earnest.

THE Portland Board of Trade has suspended operations apparently because the large cash dealers of the Pacific Northwest were opposed to the publicity given daily market quotations for grain. They prefer to keep to themselves what they have paid in order to buy the next lot without prejudice by previous purchases.

EXPLOSIVE chemicals were responsible for a fire in an Indianapolis elevator recently which came near to resulting in its destruction. Those who use chemicals of this character about their plants owe it to themselves, their friends and families to exercise every precaution, every care, lest they be blown to kingdom come along with their elevator.

RATS which are credited by the Agri. Dept. with destroying grain to the amount of \$100,000,000 annually is the subject of a special bulletin issued recently, and a vigorous campaign is to be instituted against this loathsome pest. Concrete foundations and floors are credited with restricting the operations of these rodents more than anything which has happened for many years, a point which all prospective builders will do well to remember.

UNIFORM DEMURRAGE rules for the entire country are being sought by an active band of agitators lead by the Interstate Commerce Commission. Proposed rules were discussed at length in Washington last week, but there was so much difference of opinion among the delegates action was deferred. The average grain shipper will welcome any uniform demurrage rules if the railroads will only make them reciprocal, so carrier will be charged the same for delay as is the shipper or receiver.

FREIGHT RATES will not be changed so easily or frequently in Wisconsin hereafter, as the state has a new law requiring new schedules to be filed with the Railway Commission thirty days before they become effective, and the Commission may suspend the rate upon petition of a shipper or its own motion. The Badgers seem to be doing things. These requirements are the essentials of the law long desired on the Federal statute books by the shippers of the land, but they seem to have lost their heart and courage,



more consistent. If the market was on an upward move or even on a decline, it would be so in a steady way, such wild markets was not known, except sometimes in the May delivery. But how is it today?

The millers buy from hand to mouth, at least such has been the case, with but little exception, for the last 10 to 15 years. The shipper and to some extent the farmer is storing the wheat for them, and in this way the miller kept on sawing wood until big piles had accumulated in the miller's back yard. They buy in small quantities to do them for 2 or 3 weeks, and as soon as the market advanced they vanish from the market, and let the market advance enough to raise the price of flour and then all, or nearly so, jump on the market with both feet and sell it short until a decline has been accomplished of from 5 to 20 cents a bu., like it was in the year of 1907.

After the decline of course the miller was again in the market for wheat which the shipper had stored in his elevator which was bot by shipper when the market was advancing, but could not sell on that advance because the well organized millers were not in the market for wheat at that time, and so on account of the lack of capacity or lack of funds, many a shipper was compelled to sell for a loss to make room for more wheat to keep his prestige with the farmers, and if possible make back what was lost on the former shipment.

The miller bot his wheat on the decline, but can sell his flour on the advance. His argument, when asked about high flour, is, "I bought a lot of wheat on the last advance," when in fact he was out of the market at that time. The wheat market might be on the decline for 30 days, but the miller is grinding away on the shipper's high priced wheat which the miller bot on the afore explained declining market.

Brother Shipper, try your best and take this club out of the miller's hand, do away with future selling. If the crop is short, let the market take its own course, and when we have a big crop the price will find its own level.

Is there any reason why the price of wheat should fluctuate 20 cts. a bu. 5 to 8 times a year? Is it not known how much wheat we have produced each year in this country and in other countries all over the world?—Peter Lorenz, Cordell, Okla.

#### WOULD STOP DELIVERY OF "SHIPPER'S ORDER" GRAIN UNTIL PAID FOR.

*Grain Dealers Journal:* It strikes us that a little more consideration on the part of shippers should be given to bids which are apparently not justified by market conditions. It seems that our shipping friends up the State do not frequently enough consider the houses that are making the bids, they almost invariably look at the price and not what is back of it.

As to a means of preventing a recurrence of a similar kind, we cannot help but feel that our various State and our National Ass'n should go to work with a view of getting legislation enacted in the various states that will make it a misdemeanor for a railroad agent to deliver a shipment to the consignee without the surrender of the B/L when such shipments are originally billed to the order of the shipper, unless the agent is personally convinced that the B/L is not

immediately obtainable. So far as standing bond arrangement is concerned, we think that no bond of any kind should be used as a safeguard by an Agent, who delivers order notify shipments without the surrender of the original B/L. When the B/L are not available for immediate surrender the Agent should demand the original invoice and a certified check for 25% in excess of the face of the invoice, furthermore, the check should become payable to the shipper not later than ten days after the shipment is delivered. This is simply a rough sketch of a plan that we believe could be worked out and made effective all over the United States and we believe would prevent losses to shippers and grain dealers generally.

While we have not met with any losses on account of the delivery of our shipments without the surrender of the B/L, we found a short time ago that at a certain point in South Carolina, shipments had been and were being delivered without the surrender of the B/L. We immediately took the matter up with the Seaboard Air Line R. R., which was the delivering line, and as a result of our efforts, that Company has issued Circular No. 40, which will to a great extent prevent similar troubles in the future.

#### SEABOARD AIR LINE RAILWAY.

S. Davies Warfield, R. Lancaster Williams and E. C. Duncan, Receivers,  
CIRCULAR NO. 40.

File A-1705. Portsmouth, Va., April 30, 1909.

To Agent and

Other Employees Concerned:

The subject of delivery of shipments consigned to Order Notify has, and is still, giving this Company much trouble. Shipments so consigned should be delivered only on surrender of the Order Bill of Lading properly endorsed. Occasion may arise where it is proper to deliver shipments without surrender of the Bill of Lading. This, however, is only to be done on permission of this Office, except in case of an extreme emergency when delivery may be effected on instructions of a Traffic representative, then only when the party requesting advises that he has actual physical possession of the Bill of Lading and in all such instances a copy of the wire so instructing must be sent to this office.

W. L. Stanley,  
General Claim Agent.

The Circular, in our opinion, is not quite strong enough, as had we have written it, we would have made it a dischargeable offense for any Agent violating the Circular referred to.—Yours very truly, H. L. Halliday Milling Co.

#### PAID OVER AND SOLD UNDER MARKET.

*Grain Dealers Journal:* Henry A. Klyce Grain Co. of Dyersburg, Tenn., was a very hard competitor in the grain business. We are handlers of ear corn and snap corn, and Mr. Klyce bot and shelled and bot and reshipped in the ear a great deal of this kind of corn. Klyce bot his supplies of this kind of corn largely in West Tennessee, West Kentucky and Southern Illinois and it has been our experience and observation that Mr. Klyce paid more for his corn and sold it for less than any other man in the trade.

Last December, from the 15th to the 20th, we were paying in all this West Tennessee and Kentucky territory 57 to 60c per bu. for snap corn and we were selling it at that time at Edwards, Miss., 72 lbs. to the bushel at 75c on a freight rate of 19½c per 100 lbs. Mr. Klyce was buying this same corn in this same territory at that same time at a price fully as high as we were paying. We enclose you a card of his mailed to a broker at Edwards, Miss., whose commission for selling this

corn is \$5.00 per car. On this card he is offering the corn delivered there at 71¼c per bu., weights and grades guaranteed.

You can make the figures for yourself to see the profit that Mr. Klyce was getting and the difference in his price and ours. We declined to meet this 71¼c offer of Mr. Klyce's as we do in the corn season almost daily with some customer, as Klyce's prices are invariably from 2 to 4c under ours and sometimes 6c.

We have believed for several years that Klyce was getting the best of us some way, and we have feared also that he was being favored by the Railroad Co. We are very anxious to see Mr. Klyce's way of doing business changed, that other dealers may have a fair show to do a legitimate business in this territory.

With further reference to the enclosed card and Klyce's statement about the accumulation of the corn at the centers at that particular time we want to say that that was not the case with us, but during the month of December we found it hard to buy the corn to fill our orders at the price quoted above and carried over a good deal of business into January on that account that we should have shipped in December.—Yours truly, Taylor & Co., Union City, Tenn.

#### SOLD OATS UNDER THE MARKET.

*Grain Dealers Journal:* The parties mentioned at Dyersburg, Tenn., only a few months ago was a strong competitor of ours, they selling oats 2c or 3c per bu. under the market. Of course, it put us out of business in that territory, for we could not meet such prices, and at the time we were at a loss to see how they could undersell to that extent, but thought there must be something wrong.—R. O. C.

#### THE I. C. R. R. THE GREATEST SUFFERER.

*Grain Dealers Journal:* The bankruptcy proceedings show that the Illinois Central R. R. is likely to be the greatest sufferer by the failure of Henry A. Klyce Grain Co., of Dyersburg. It seems the agent at Dyersburg had a very loose way of permitting this concern to get the grain without surrendering B/L, something that is never done in this market so far as we know of. For instance, if we haven't bill of lading for a car of grain, the railroad company here would require us to give a certified check before delivering same to us without the B/L.—Memphis.

#### MONTANA OATS THE VERY BEST HORSE FOOD.

*Grain Dealers Journal:* We notice in your issue of the 25th, a little article mentioning our Montana oats, in which you state that they are so hard that they are practically unfit for feeding purposes.

The writer of this article certainly must have been actuated by a spirit of unfairness when he wrote that paragraph. Everyone who is familiar with the character of our western oats speaks in the highest favor of this grain. They weigh from 38 to 45 lb. to the bushel, and furnish the very best horse food extant.

The oatmeal mills who have used our grain, say that the only trouble in using it is that it gets their customers educated to a high grade of cereal product that it is difficult to maintain. Yours very truly, Thos. B. Quaw & Co., Bozeman, Mont.

## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### MUST HAVE SHIPPERS CONSENT TO BUY CONSIGNED GRAIN.

*Grain Dealers Journal:* We have no rule that would permit a receiver of consigned grain to take same to his own account without the consent of the shipper. Some regular bidders have an arrangement with their customers by which grain is accepted at the card bid date of arrival if not sold when in transit, but this of course is a matter of arrangement between buyers and sellers.—Yours truly, Jacob W. Smith, Board of Trade, Indianapolis, Ind.

### FICTITIOUS SALES FORBIDDEN.

*Grain Dealers Journal:* There is no provision in the by-laws of the Baltimore Chamber of Commerce which permits a commission merchant to buy in grain consigned to him for sale. On the other hand, the by-laws provide that the Board of Directors may reprimand, suspend or expel any member guilty of "false or fictitious reports of sales or purchases, or any other act contrary to the spirit which should govern all commercial transactions."—Yours truly, H. A. Wroth, Sec'y, Chamber of Commerce, Baltimore, Md.

### CUTOFF; INVISIBLE LOSS.

*Grain Dealers Journal:* In reply to inquiry of S. P. White I will say that a dealer should get a cutoff on grain at least two or three times a year. I can not tell where his loss is.

If he sells his grain where there is state inspection there is no chance for the loss of 2 per cent he reports. If he sells to parties where there is no inspection and they retail some of it there might be a loss, as no one can retail grain and have it held out.

I am never short on weights. I never figure the odd pounds on weighing in.—G. B. Stearns, mgr. Farmers' Mill & Elevator Co., Ellendale, N. D.

### NEVER HAD A CLAIM FOR SHORTAGE DECLINED.

*Grain Dealers Journal:* So far as I can remember, the Journal has never published anything giving the Railroad Companies credit for paying claims for leakage. It seems grain shippers think that if the Railroad Companies pay for grain lost in transit, that it was done unintentionally. It has been my experience, in shipping grain for several years on the Santa Fe, never to have a claim for shortage turned down.

I believe the Railroad intends to pay all just claims, but it is necessary to get the proofs before the proper officials, in the right manner, to enable them to show a good reason, on the records of the Co. for paying out the money which would otherwise go to increase the dividends of

the company. Get the proofs of shortage in proper shape and support them by affidavits. Attach to them the paid freight bill for damage, and there is no reason why the claim will not be promptly paid. Keep a copy of all claim papers, and take a receipt from the Railroad Agent, so you can easily call attention to them again, if necessary.—I. R. Blake, Basil, Kan.

### NO RULE PROHIBITING BUT NOT PRACTICED.

*Grain Dealers Journal:* We have no rule either permitting or prohibiting the purchase by commission merchants of grain consigned to them for sale.

While this may be done under special circumstances I am sure there is no such custom practiced here.—Yours truly, Geo. H. Morgan, Sec'y, Merchant's Exchange, St. Louis, Mo.

### WOULD BE CONSIDERED BAD PRACTICE.

*Grain Dealers Journal:* We have no rules governing the purchase of consigned grain by consignee. The fact is that there is practically no grain consigned to this market for sale on commission. I should say that the taking for one's own account, grain consigned for sale, would be considered as bad practice in this market.—Yours truly, Daniel D. Morss, Sec'y, Chamber of Commerce, Boston, Mass.

### UNWRITTEN LAW DICTATES HONORABLE DEALING.

*Grain Dealers Journal:* There is nothing in our printed rules to permit and prohibit the purchase by the commission merchant for his own account grain which has been consigned to him for sale.

The unwritten law, of course, dictates that a commission merchant shall deal honorably with his consignors and we have had no complaints before the Board of any violation of such trust. I do not believe the practice is customary for a commission merchant to act in the dual capacity.—T. E. Marshall, sec'y, Commercial Exchange, Philadelphia, Pa.

### LAW PROHIBITS COMMISSION MERCHANTS BEING BOTH PRINCIPAL AND AGENT.

*Grain Dealers Journal:* Our Exchange has no rule with reference to a Commission merchant buying for his own account grain which has been sent to him for sale because any rule which we might make would be of no effect whatever, Minnesota having a law which definitely settles that question.

Under the Minnesota law any commission man to whom grain is consigned must report within twenty-four hours to the consigner, the person to whom the grain is sold, the price at which it was sold and the hour at which it was sold. The Minnesota Supreme Court, in a case brot before it, held that under this law no man has a right to sell to himself grain consigned to him, and that stands as the law of this State. Any man who violates it is guilty of a criminal offense.—Yours very truly, Chas. F. Macdonald, Sec'y, Board of Trade, Duluth, Minn.

### NO RULE AGAINST BUYING CON-SIGNED GRAIN.

*Grain Dealers Journal:* I beg leave to advise you that there is no rule governing the subject referred to.—Yours truly, John R. Lofgren, Sec'y, Board of Trade, Peoria, Ill.

### NOT PERMISSIBLE.

*Grain Dealers Journal:* In my opinion it is not at all permissible for a commission merchant to act in the dual capacity of agent and principal, but before answering you fully and definitely I will consult the grain trade and will endeavor to give you a better reply than this in a very few days.—Very truly yours, W. V. Graves, Sec'y, Merchants Exchange, Memphis, Tenn.

### COMMISSION MERCHANT MAY BUY GRAIN CONSIGNED TO HIM.

*Grain Dealers Journal:* As to whether the Chamber of Commerce of Milwaukee has any rule relating to the buying by a commission merchant of grain which has been consigned to him.

There is no rule here either permitting or prohibiting such a practice, or in fact bearing upon it in any way, so it may be regarded as permissible, but I may say that it is not common, and I may further say that I do not know positively whether or not there is such a practice carried on in this market.—Very truly yours, H. A. Plumb, Secretary, Chamber of Commerce, Milwaukee, Wis.

### UNDER NO CIRCUMSTANCES CAN ONE BE BOTH PRINCIPAL AND AGENT.

*Grain Dealers Journal:* As to whether it is permissible in this Exchange for a Commission Merchant to act in the dual capacity of agent and principal, I beg to quote from the Rules and Regulations of The Corn Exchange of Buffalo as follows:

"No member of The Corn Exchange will be allowed, under any circumstances to be both Principal and Agent in any transaction in any of the commodities dealt in under the Rules of The Exchange."—Very respectfully yours, Fred E. Pond, Sec'y, Corn Exchange, Buffalo, N. Y.

### SHIPPER CAN REPUDIATE SALE TO HIS COMMISSION MERCHANT.

*Grain Dealers Journal:* Our rules do not specifically forbid a commission merchant to purchase grain consigned to him for sale, but such a rule hardly seems necessary, as the common law of the land forbids this practice, and we do not think any exchange could permit this to be done.

If a shipper consigned a car of grain, or consigned anything in fact, to a commission merchant for sale, and the commission merchant purchased this himself, we believe that the shipper could repudiate the sale, even tho the commission merchant paid more than the article was worth. So far as we know, this practice does not prevail at all among the members of the Chamber of Commerce.—John G. McHugh, Sec'y, Chamber of Commerce, Minneapolis, Minn.

## NO RULE AT CINCINNATI.

*Grain Dealers Journal:* We have no rules against commission merchant buying grain consigned to him. More or less is done; but conscientious persons regard it as questionable practice.—C. B. Murray, supt. Chamber of Commerce, Cincinnati, O.

## NO MEMBER CAN ACT IN DUAL CAPACITY.

*Grain Dealers Journal:* The rules of our Exchange forbid members acting in the dual capacity of agent and principal, I herewith quote provision of our rules covering same:—

### "ARTICLE XI.

"Sect. 4. No member of this Association is allowed, under any circumstances, to be both principal and agent in any transaction in cereals dealt in, under the rules of this board. Furthermore, no member of this Association in any transaction in any of the commodities dealt in, under the rules of this board, shall allow himself, directly or indirectly, either by his own act or by the act of an employee or of a broker, or other member of the Association, to be placed in the position of agent for both seller and buyer."

Yours very truly, H. S. Herring, sec'y. Board of Trade, New Orleans, La.

## BEING BOTH PRINCIPAL AND AGENT IS PROHIBITED.

*Grain Dealers Journal:* Our Constitution, Rules and Regulations, Section 3, Article 8, provides that:

"No member of this Association is allowed under any circumstances to be both principal and agent in any transaction in any of the commodities dealt in under the rules of this Board. Furthermore, no member of this Association, in any transaction in any of the commodities dealt in under the rules of this Board, shall allow himself, directly or indirectly either by his own act or by the act of an employee, or of a broker or other member of the Association to be placed in the position of agent for both seller and buyer."—E. D. Bigelow, Sec'y Board of Trade, Kansas City, Mo.

## FINE AND EXPULSION AT WICHITA.

*Grain Dealers Journal:* We have a new set of rules in the hands of the printer, and the new one includes this rule also, except, that the penalty is cut down. The fine is now \$25 to \$50 for the first offense, with six months suspension for the second and expulsion from the Board for the third. This rule is:

"A fine of \$100.00 to \$500.00, at the discretion of the Board of Directors, shall be imposed for the first offense and expulsion from the Board of Trade for the second offense (with no alternative on the part of the Board of Directors), of any member of the Board of Trade who may himself or for whose firm or corporation of which he may be a member or employe, be found violating these rules in remitting any such commission by refunds, rebates, allowances to railroad agents, or in any other manner. Purchases of consigned grain by the consignee after its arrival and sale with the object of defeating the above rules shall be considered only a subterfuge and punishable as above."—J. S. Macauley, Sec'y, Board of Trade, Wichita, Kan.

## NO REPUTABLE HOUSE WOULD BUY GRAIN CONSIGNMENT TO IT.

*Grain Dealers Journal:* We don't find any rule of our Board prohibiting the purchase by commission merchants on their own accounts of grain which has been consigned to them for sale. We don't think the practice is customary. We have never done it and we don't think any reputable house here would do so.—Yours truly, Carson, Craig & Co., Detroit, Mich.

## WILL ADOPT RULE AGAINST MEMBER ACTING AS BOTH PRINCIPAL AND AGENT.

*Grain Dealers Journal:* In relation to a rule to prohibit members of the Exchange from acting as both principal and agent, or agent for both buyer and seller, in any transaction, I would say that the Board of Managers recently adopted a General Rule embodying, with other conditions, the restriction you mention, but with certain exceptions. The matter adopted at that time was not in final shape, however, and before the rule became really operative the action of the Board was reconsidered, and it is expected that the Board will take definite action at its next regular meeting.—Yours very truly, L. B. Howe, sec'y. Produce Exchange, New York, N. Y.

## NO MEMBER CAN BE BOTH PRINCIPAL AND AGENT.

*Grain Dealers Journal:* Section eleven of Rule IV, of this Board, provides that "No member of this Association is allowed under any circumstances to be both principal and agent in any transaction in any of the commodities dealt in under the rules of this Board. Furthermore, no member of this Association in any transaction in any of the commodities dealt in under the rules of this Board shall allow himself directly or indirectly, either by his own act or by the act of an employee, or of a broker or other member of the Association to be placed in the position of agent for both seller and buyer."—Geo. F. Stone, Sec'y Board of Trade, Chicago, Ill.

One milling journal wants Congress to prohibit the mixing of grain by handlers. Grinders will of course be able to mix it as they wish.

The state department at Washington has recently received dispatches from Lisbon that the Portuguese government has authorized the importation of 8,000,000 kilos of wheat up to July 10.

Consul-General R. M. Bartleman of Buenos Aires reports that Sunday & Co. are erecting a grain elevator with a capacity of many thousand tons per 24 hours at Rosario, the second city in Argentina.

Hutchinson, Kan., June 8.—Wheat is looking good out through this section and indications are for good crop.—S.

Elk Point, S. D., June 9.—Crops looking good; 20% of corn yet to come to market; plenty rain.—W. W. Keech, agt. Fields & Slaughter Co.

Davis, S. D., June 7.—Small grain looking fine and the farmers plowing corn. Plenty of rain. Quite a little corn left.—J. R. Ellis, mgr. Farmers Eltr. Co.

Storms, O., June 8.—Old wheat all out. Not over 10% of last crop of corn in farmers' hands. Prospects for wheat crop fully up to average but acreage a little short. Prospect for corn only fair; too much rain and weeds.—J. L. Baum.

## Government Crop Report.

Washington, D. C., June 8.—The United States Department of Agriculture estimates the area sown to spring wheat is about 18,391,000 acres, or 1,182,000 acres (6.9%) more than sown last year. The condition of spring wheat on June 1 was 95.2, compared with 95.0 on June 1, 1908, 88.7 on June 1, 1907, and 92.6 the June 1 average of the past ten years. Details for important spring wheat states follow:

	Acreage, 1909.	Condition, June 1.	P.C. of '08.	Acres, 1909.	1908.	Aver.
Minn. ....	107	5,731,000	96	95	92	
N. D. ....	108	6,371,000	93	97	93	
S. D. ....	108	3,195,000	94	97	94	
Wash. ....	104	905,000	93	93	94	
U. S. ....	106.9	18,391,000	95.2	95.0	92.6	

The condition of winter wheat on June 1 was 80.7, compared with 88.5 on May 1, 1909, 88.0 June 1, 1908, 77.4 on June 1, 1907, and 80.5 the June 1 average of the past ten years. Details for important winter wheat states follow:

	PC of U. S.	Condition	Acreage June 1, May 1, June 1, 10-Yr. in State.	1909.	1909.	1908.
Kan. ....	21.2	72	84	78	76	
Ind. ....	8.0	82	77	92	73	
Neb. ....	7.8	78	83	86	84	
Mo. ....	7.0	82	82	84	82	
Ill. ....	7.0	81	78	88	77	
Penn. ....	5.4	91	88	92	86	
Ohio ....	5.3	76	70	82	76	
Oklahoma ....	4.2	73	81	85	82	
Cal. ....	3.1	75	81	65	80	
Tenn. ....	2.8	88	92	91	80	
Va. ....	2.8	93	98	93	83	
Md. ....	2.7	93	96	90	86	
Mich. ....	2.7	86	82	91	72	
Tex. ....	2.4	56	60	84	73	
Ky. ....	2.4	88	84	89	81	
Wash. ....	2.4	90	93	95	93	
N. C. ....	2.1	91	92	90	83	
Ore. ....	1.9	87	93	93	92	
N. Y. ....	1.5	90	85	89	84	
U. S. ....	100.0	80.7	83.5	86.0	80.5	

The condition of rye on June 1 was 89.6, against 88.1 on May 1, 1909, 91.3 on June 1, 1908, 88.1 on June 1, 1907, and 89.4 the June 1 average of the past ten years.

The area sown to oats is about 32,422,000 acres, or 78,000 acres (0.2%) more than the area sown last year. The condition of the crop on June 1 was 88.7, compared with 82.9 on June 1, 1908, 81.6 on June 1, 1907, and 88.4 the June 1 average of the past ten years. Details for important oat states follow:

	Acreage, 1909.	Condition, June 1.	P.C. of '08.	Acres, 1909.	1908.	Aver.
Ia. ....	93	4,227,000	88	97	94	
Ill. ....	106	4,346,000	90	89	87	
Minn. ....	102	2,736,000	94	96	92	
Neb. ....	97	2,473,000	78	91	90	
Wis. ....	97	2,280,000	90	97	94	
Ind. ....	108	1,805,000	92	89	85	
Ohio ....	110	1,606,000	92	92	84	
Mich. ....	94	1,324,000	85	90	89	
S. D. ....	103	1,406,000	92	97	94	
N. D. ....	106	1,483,000	96	98	93	
N. Y. ....	103	1,288,000	94	94	90	
Kan. ....	97	964,000	83	85	76	
Penn. ....	99	932,000	90	95	86	
U. S. ....	100.2	32,422,000	88.7	92.9	88.4	

The area sown to barley is about 6,881,000 acres, or 235,000 acres (3.5%) more than the area sown last year. The condition of the crop on June 1 was 90.6, compared with 89.7 on June 1, 1908, 84.9 June 1, 1907, and 90.6 the June 1 average of the past ten years. Details for important barley states follow:

	Acreage, 1909.	Condition, June 1.	P.C. of '08.	Acres, 1909.	1908.	Aver.
Minn. ....	103	1,339,000	94	96	92	
Cal. ....	100	1,082,000	81	70	85	
S. D. ....	110	1,021,000	94	97	93	
N. D. ....	105	987,000	96	96	93	
Wis. ....	105	866,000	92	95	93	
Ia. ....	99	495,000	92	97	94	
Kan. ....	98	270,000	71	60	77	
Wash. ....	107	182,000	93	93	96	
Neb. ....	102	120,000	81	91	92	
U. S. ....	103.5	6,881,000	90.6	89.7	90.6	

The condition of meadows (hay) on June 1 was 87.6, against 84.5 on May 1, 1909, and 86.8 on June 1, 1908.

# New Grain Tariffs

Among the new freight tariffs covering grain, seeds, hay and straw, filed with the Interstate Commerce Commission to become effective upon date specified in each abstract, as reported by *The Traffic Bulletin* of Chicago, are the following:

## EXPORT.

**P R R**, ICC No G0683, ex lake grain, from Buffalo, N. Y., to eastern points (for export); effective June 27.

**C & O**, ICC No 4653, rates, rules and regulations governing the handling of export grain through the Newport News, Va., elevators; effective July 1.

**Vandalia**, ICC No 2335, grain and grain products, from St. Louis, Mo., and all stations on Vandalia to eastern New England and Canadian points (for export); effective June 25.

**West Shore**, ICC No B3984, wheat, corn, rye, barley, oats and flaxseed, in bulk, C L ex lake through elevators at Buffalo, N. Y., to Boston, Mass. (for export); effective June 27.

**N Y C & H R**, ICC No B10254, wheat, corn, rye, barley, oats and flaxseed, ex lake, through grain elevators at Buffalo, N. Y., to Philadelphia, Pa. (for export); effective June 27.

**Erie**, ICC No 7510, grain from Buffalo and East Buffalo, N. Y., ex lake, including elevation, 10 days' storage and loading to cars, to Port Richmond, Philadelphia, Pa. (for export); wheat, 5.2c; corn, barley, 4.45c; rye, 4.95c; oats, 3.55c, and flaxseed, 5.2c; effective June 28.

**Erie**, ICC No 7511, grain from Buffalo and East Buffalo, N. Y., ex lake, including elevation, 10 days' storage and loading to cars, to Long Dock, Jersey City, N. J. (for export); wheat, 5.2c; rye, 5.4c; corn, barley, 4.45c; oats, 3.4c, and flaxseed, 5.2c; effective June 28.

**Mo Pac**, ICC No A984, corn, oats, wheat, barley, flour, bran, oil cakes, gluten, feed, brewers' dried grain, from Carondelet, Mo., Du Po, East St. Louis, Ill., and St. Louis, Mo.; corn, oats, wheat and barley, C L from Cairo and Thebes, Ill., 9.2c, to New Orleans and Westwego, La., for export to Europe, Asia and Africa (rate applies to shipside except when delivered to ship through elevator); effective June 26.

**K C Sou**, Sup 1 to ICC No 2455, grain, grain products, from Kansas City, Mo.-Kan., St. Joseph, Mo., Atchison, Elwood and Leavenworth, Kan., to southern points, for export, correcting routing; effective July 2.

**W & L E**, ICC No 758, grain, grain products, from stations on W & L E to seaboard cities, for export; effective July 1.

**C Gt W**, ICC No 4596, grain products, viz.: flour and articles taking same rates, 21½c; cornmeal and articles taking same rates, 20½c, from St. Joseph, Kansas City, Mo., Leavenworth and Kansas City, Kan. (when from beyond), to Newport News and Norfolk, Va., for export; effective July 1.

## GRAIN AND GRAIN PRODUCTS.

**P & R**, grain and grain products, from Philadelphia, Pa., to Alexandria, Va., 9c; Intown and Washington, D. C., 8½c; effective July 1.

**Minn & St. L**, wheat from St. Paul, Minneapolis and Minnesota Transfer, Minn., to Mexico, Mo., 16c; effective June 30.

**B & O**, grain and grain products from Chicago, South Chicago, Ill., Whiting and Indiana Harbor, Ind., to Johnstown, Pa., 12c; effective June 18.

**Green Bay & W**, buckwheat from Dodge, Arcadia, Independence, Whitehall, Blair, Taylor, Hixton and Alma Center, Wis., to Chicago, Ill., 12½c; effective June 24.

**C & N W**, wheat, corn, rye, oats and barley, from Eldorado and Rosendale, Wis., to Jeffersonville, Wis., 7½c; effective, state, June 5; interstate July 1.

**M & O**, corn from Cairo, Ill. (originating at stations on St L S W in Missouri), to Mobile, Ala., New Orleans, La., Greenville and Vicksburg, Miss., 10c; effective June 28.

**C M & St. P**, corn, rye, oats, barley, speltz, flaxseed and millet seed, from St. Paul, Minneapolis, Minnesota Transfer, Union Elevator "B," Winona, Minn., La Crosse, Wis. (when from beyond), to Alton,

Granite City, East St. Louis, Ill., St. Louis, Mo., 10½c; will not apply via C P & St L; flaxseed and grain screenings, C L, from Red Wing, Minn., to St. Louis, Mo., East St. Louis, Quincy, Granite City, Ill., 16c; malt, C L, from St. Paul, Minneapolis, Minnesota Transfer, Minn., to St. Louis, Mo., and East St. Louis, Ill., 10½c; effective July 1.

**H I Cent**, grain products, from East St. Louis, Ill., to Freeport, Ill., 8c; effective, state, May 27; interstate, July 6.

**Gt W**, wheat and flour, 11½c; corn, oats, rye and barley, 10c, from Fort Dodge, Gypsum and Mineral City, Ia., to Albert Lea, Howard, Oakland and Ramsey, Minn.; effective July 1.

**Gt W**, flour, wheat, 9c; corn, oats, rye, barley, 8c, from St. Joseph, Mo., and Leavenworth, Kan. (when from beyond), to St. Louis, Mo., and East St. Louis, Ill.; effective July 1.

**H I Cent**, grain products, from Council Bluffs, Ia., Omaha and South Omaha, Neb. (originating beyond), to Decatur, Ill.; wheat, 10½c; flour, 12c, and barley, corn, oats and rye, C L, 9½c; effective July 1.

**Gt W**, grain screenings, flaxseed screenings and mustard seed screenings, from Chicago, Ill., to St. Paul, South St. Paul, Minneapolis and Minnesota Transfer, Minn., 7½c; effective July 1.

**Buff & Susq**, ICC No 1729, grain (all kinds) and grain products, from Buffalo and Blasdell, N. Y., to stations on Buff & Susq; effective July 1.

**C & A**, wheat, corn, rye, oats and barley, from Blue Springs, Higginsville, Odes-za, 5c; Fulton, Gilliam, Glasgow, Louisiana, Marshall, Mexico and Slater, Mo., 6c, to Kansas City, Mo., when for beyond; effective July 1.

**C B & Q**, ICC No 9600, broomcorn, flaxseed, grain products and hay, from Missouri River points to southern points; effective July 1.

**C B & Q**, wheat, 15½c; corn, 13½c; from Omaha, South Omaha, Nebraska City, Neb., Council Bluffs, Ia., to Joplin, Mo.; from same points to Pittsburgh, Kan., wheat, 14c; corn, 12½c; effective July 2.

**C B & Q**, Sup 4 to ICC No 9306, grain, grain products and seeds between St. Paul, Minneapolis, Duluth, Stillwater, Winona, Minn., and La Crosse, Wis., and stations in Illinois and Indiana; effective July 1.

**M K & T**, Sup 1 to ICC No A3141, wheat, from Chicago, Ill., to points in Arkansas; effective June 21.

**L S & M S**, Sup 9 to ICC No A2243, grain and grain products from points on L S & M S to eastern and Virginia points; effective June 23.

**Minn & St L**, Sup 1 to ICC No 1834, oats, corn and rye from stations on L S & M S to Peoria, Chicago, Ill., or common points; effective June 25.

**D T & I**, ICC No D95, grain from Gerald, Hamler, Malinta, Napoleon and Naomi, O., to points in Ohio and Michigan; effective, state, June 7; interstate, June 23.

**III Traction**, ICC No 2, wheat, barley, rye, corn, oats, grain screenings, elevator dust and oat dust, between Chicago, Ill., and stations on III Traction; effective, state, May 14; interstate, June 20.

**C B & Q**, Sup 2 to ICC No 9269, grain and grain products, and articles taking same rates, between Missouri River points and points taking same rates and Sioux City, Ia.; effective June 26.

**C M & St. P**, ICC No B1665, grain, grain products from St. Paul, Minneapolis, Minnesota Transfer, Stillwater, Duluth, Minn., or Superior, Wis. (when from beyond), to Peoria and Custer, Ill.; effective June 30.

**A T & S F**, Sup 28 to ICC No 4032, wheat and articles taking wheat rates, 12c; corn and articles taking corn rates, C L, 11c, from Chicago, Ill., when from beyond, to Kansas City, St. Joseph, Mo., Atchison and Leavenworth, Kan.; effective June 30.

**Minn & St L**, Sup 3 to ICC No 1808, wheat, corn, oats, rye and barley from St. Paul, Minneapolis and Minnesota Transfer, Minn., to Missouri River points; correcting car service rules; effective June 25.

**Pere M**, ICC No 2091, grain and grain products, elevator dust and oat clippings from Buffalo, Black Rock and Suspension Bridge, N. Y., to points in Indiana, Ken-

tucky, Ohio, Ontario, Illinois, Michigan and Wisconsin; effective June 26.

**Pere M**, Sup 9 to ICC No 1691, grain and grain products from Chicago, Riverdale, Ill., East Chicago, Ind., Milwaukee, Manitowoc, Keweenaw, Wis., and Manistique, Mich., to eastern and New England points, Virginia and Canada; effective June 29.

**Cin L & Nor**, ICC No 133, grain and grain products, from stations on Cin L & Nor to points in C F A territory; effective June 30.

**C M & St P**, wheat, from Kansas City, Mo., Omaha, South Omaha, Neb., Council Bluffs, Ia. (when from beyond), to Cincinnati, O., Jeffersonville and New Albany, Ind., 18c; effective June 30.

**Grand R & I**, ICC No 939, grain, grain products, from stations on Grand R & I to points in C F A territory; effective July 2.

**Pere M**, ICC No 2101, grain and grain products, from points in Indiana and Michigan to points in C F A territory and Virginia; effective July 2.

**Erie**, Sup 24 to ICC No 5748, flaxseed, between stations on Erie; effective July 1.

**N Y C & H R**, Sup 1 to ICC No B9663, grain and grain products, between stations on N Y C & H R; effective July 1.

**C F Assn**, Sup 1 to ICC No 111, grain, grain products, from Manitowoc and Milwaukee, Wis., to points in C F A territory; effective July 10.

**Erie**, Sup 56 to ICC No A2016 grain and grain products, from Auburn Park, Burnham, Chicago and Englewood, Ill., and rate points to points in C F A territory; effective July 1.

**S W Trf Com**, Sup 1 to ICC No 593, grain grain products, seeds, hay and straw, from western and southern points to points in Texas; effective July 5.

**Minn & St L**, Sup 9 to ICC No 1738, wheat from Minneapolis, St. Paul or Minnesota Transfer, Minn., to stations in Illinois; correcting general instructions; effective July 1.

**B & O**, Sup 14 to ICC No 7232, Sup 8 to ICC 7231, grain and grain products from Chicago and South Chicago, Ill., and Whiting and Indiana Harbor, Ind., to eastern and C F A points; correcting description; effective July 1.

**C St P & O**, ICC No 3580, wheat, corn, oats, rye, barley and flaxseed from St. Paul, Minneapolis, Minnesota Transfer, Duluth, Minn., Superior, Itasca and Washburn, Wis., to points in Pennsylvania, Indiana, New York, Illinois, Ohio and Michigan, also Kentucky; effective July 1.

**C B & Q**, Sup 4 to ICC No 9315, grain, grain products and articles taking same rates, from Peoria, Ill., to stations in Illinois, Iowa and Missouri; effective June 15.

**Erie**, Sup 54 to ICC No A2016, grain and grain products, from Chicago, Ill., Auburn Park, Burnham and Englewood, Ill., to points in C F A territory; effective June 1.

**Nor Pac**, ICC No 4052, wheat, corn, rye, oats, barley, malt, flour, cornmeal, oatmeal, rolled oats and milletstuff, between all stations in Montana; effective, state, May 1; interstate, June 6.

**C & A**, Sup 1 to ICC No 79, grain and grain products, between Chicago, Joliet, Peoria, Pekin and East St. Louis, Ill., also St. Louis, Mo., and stations on C & A and connections; effective June 15.

**Wabash**, Sup 1 to ICC No 1902, grain and grain products, from Missouri River points to stations in Illinois, Indiana, Iowa, Minnesota, Missouri and Wisconsin; effective June 15.

**Cent**, Sup 8 to ICC No A6737, grain, grain products and hay, from Peoria and Pekin, Ill. (when from beyond), to points in Tennessee, Mississippi and Louisiana; effective June 20.

**Mo Pac**, ICC No A958, grain, grain products, seed and hay, from Missouri points on Mo Pac and St L I M & S (White River division) to Arkansas points on St L I M & S (White River division); effective June 20.

**C Gt W**, ICC No 4578, grain and flaxseed, from St. Paul, South St. Paul, Minneapolis, Minnesota Transfer and Winona, Minn., to Ohio River crossings, points in Illinois, Indiana, Kentucky, Michigan, New York, Ohio and Pennsylvania; effective June 3.

**C C C & St L**, Sup 29 to ICC No 2667, grain and grain products, from stations on C C C & St L and Cin Nor to Chicago, Ill., Cincinnati, O., Cleveland, O., Detroit, Mich., Louisville, Ky., Sandusky, O., and Toledo, O.; effective June 4.

**St L & S F**, Sup 41 to ICC No 6590, grain and grain products, between stations on St L & S F and connections and stations in Arkansas, Illinois, Iowa, Louisiana, Minnesota, Mississippi, Missouri, Nebraska and Tennessee; effective June 8.

**Mo Pac**, ICC No A970, grain, grain products, seeds, hay and straw, from Missouri River points, Council Bluffs, Ia., Harrisonville, Rich Hill, Mo., Fort Scott and Paola, Kan., to points in Arkansas, Missouri and Oklahoma; effective July 1.

**A T & S F**, Sup 19 to ICC No 3488, grain, grain products, from Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan. (when from beyond), to points in Iowa, Illinois, Minnesota, Missouri and Wisconsin; effective June 15.

**III Cent**, Sup 6 to ICC No A6781, grain and grain products, from stations on III Cent and Ind Sou to New Orleans, La., Gulfport, Vicksburg, Jackson, Meridian, Miss., Helena, Ark., and points in Mississippi and Louisiana; effective June 11.

**C St P M & O**, ICC No 3571, grain, grain screenings, from St. Paul, Minneapolis, Minnesota Transfer or Stillwater, Minn., to Memphis, Tenn., Mobile, Ala., Port Chalmette and New Orleans, La.; effective June 10.

**B & O S W**, ICC No 6439, grain and grain products, from stations on B & O S W to Cincinnati, O., Louisville, Ky., and New Albany, Ind. (when for points in southeastern and Carolina territory); effective June 15.

**C M & St P**, Sup 3 to ICC No B1472, grain, from St. Paul, Minneapolis, Minnesota Transfer, Duluth, Minn., Superior and La Crosse, Wis., to points in Ohio, Indiana, New York, Pennsylvania, Illinois and Michigan; effective June 15.

**C C & St L**, Sup 49 to ICC No 2324, grain and grain products, from all stations on C C C & St L and Cin Nor to points on C C C & St L and Cin Nor in Illinois; effective, state, May 28; interstate, June 18.

**C & A**, Sup 1 to ICC No 79, grain and grain products, between Chicago, Joliet, Peoria, Pekin, East St. Louis, Ill., St. Louis, Mo., and points on C & A connections; effective, state, May 7; interstate, June 14.

**M K & T**, Sup 21 to ICC No A1693, grain, grain products, seeds, hay and straw, cancel rates from stations in Missouri, Kansas and Oklahoma on M K & T, also Missouri River points to all stations on Red River line of steamers; apply combination of locals; effective June 3.

**C R I & P**, Sup 39 to ICC No C8117, grain, grain products, seeds, broomcorn, hay, straw and corn husks, from stations in Colorado, Kansas, Nebraska and Oklahoma to Memphis, Tenn., Little Rock, Ark., and New Orleans, La., and rate points; effective June 21.

**Wabash**, ICC No 1902, grain and grain products, from Kansas City, Mo., Kansas City, Kan., Council Bluffs, Ia., Omaha and South Omaha, Neb., also from St. Joseph, Mo., and Elwood, Kan., to points in Illinois, Indiana, Iowa, Minnesota, Missouri and Wisconsin; effective June 6.

**C M & St P**, Sup 55 to ICC No A9945, grain, grain products, between Chicago, Ill., Milwaukee, Racine, Superior, Wis., Duluth, Cloquet, St. Paul, Minn., and stations in Iowa, Missouri, Minnesota, North and South Dakota; effective, state, May 20; interstate, June 16.

**C I & Sou**, ICC No 1192, grain and grain products, from points in Illinois and Indiana to Chicago, Ill., and points taking same rates, Kankakee, Ill., Kentland and South Bend, Ind.; effective, state, May 6; interstate, June 10; in Indiana, May 19.

**St L & S F**, Sup 42 to ICC No 5590, grain and grain products, between stations on St L & S F and connections and stations in Arkansas, Illinois, Iowa, Louisiana, Minnesota, Mississippi, Missouri, Nebraska and Tennessee; effective June 19.

**Q O & K C**, Sup 1 to ICC No A16, corn and oats, canceling rates from Parkerton to Elmo, Inclusive, in Missouri and Blanchard to Neoga, inclusive, in Iowa to points on C R I & P; no through rates in effect; effective June 20.

**C & N W**, Sup 13 to ICC No 6815, grain and seed, between points in Minnesota and Omaha, South Omaha or Council Bluffs. Grain, stopping in transit at Omaha, Neb., when from beyond for beyond; effective, state, April 12; interstate, June 10.

**C R I & P**, ICC No C8639, grain and grain products, seeds and hay, from points in Iowa, Kansas, Minnesota, Missouri and South Dakota to Alabama, Arkansas, Florida, Illinois, Kentucky, Louisiana, Mississippi and Tennessee points; effective June 4.

**C I & L**, Sup 4 to ICC No 1686, grain and grain products, from stations on C I & L to eastern points; the C I & L has issued supplements to this and other tariffs showing list of participating carriers and con-

currence numbers as per original tariff; effective June 1.

**C B & Q**, Sup 3 to ICC No 9306, grain and grain products, and articles taking same rates between St. Paul, Minneapolis, Duluth, Stillwater, Minn., La Crosse, Wis., and points taking same rates and points in Illinois and Indiana; effective June 1.

**III Cent**, Sup 56 to ICC No A3914, grain, grain products and hay, from points in Illinois, Wisconsin, Iowa, Minnesota, South Dakota, Missouri, Kansas and Arkansas on III Cent and connections to Paducah, Ky., Jackson, Meridian, Miss., and Mississippi River points; effective June 2.

**W T L Com**, Amend 23 to ICC No 666, grain, grain products and corn syrup, from Joliet, Peoria and Rockford, Ill., Davenport, Muscatine, Ia., East St. Louis, Ill., east Mississippi River crossings to points in Indiana, Michigan, Ohio, Illinois, Kentucky and Pennsylvania; also points in Ontario; effective June 15.

**C St P M & O**, Sup 12 to ICC No 3416, grain and grain products, between St. Paul, Duluth, Minn., Sioux City, Ia., Omaha, Neb., Chicago, Ill., and points taking same rates and points on C St P M & O; cancel all matter on page 39 and for rates see C St P M & O GFD1125A, ICC 3526; effective June 5.

**C B & Q**, Sup 1 to ICC No 9314, grain, grain products and seeds, between Chicago, Peoria, Ill., St. Louis, Mo., Minneapolis and St. Paul, Minn., and rate points and stations in Iowa and Missouri also from stations in Iowa and Missouri to Cairo, Ill., Memphis, Tenn., Mobile, Ala., New Orleans, La., and rate points; effective June 15.

**Asheville Line Routes**, Sup 7 to ICC No 478, R R No 202, grain and grain products, from Cincinnati, O., Louisville, Lexington, Midway, Ky., Evansville, Ind., East St. Louis, Ill., Belleville, Ill., St. Louis, Mo., and points taking same rates to Baltimore, Md., Washington, D. C., and Virginia common points; effective June 15.

**C & N W**, ICC No 7027, grain, flaxseed, buckwheat, kafir corn and speltz, from Winona, Minn., or La Crosse, Wis., when from stations west or north thereof, to points in southeastern and Carolina territory and points in Pennsylvania, Indiana, New York, Illinois, Ohio, Michigan, Kentucky; effective June 1.

**C & A**, Sup 23 to ICC No 1681, grain and grain products, from St. Louis, Louisiana, Hannibal, Mo., East St. Louis, Ill., Alton, Peoria, Joliet, Lemont and Lockport, Ill., also from East Louisiana, Ill., when from beyond, to Atlantic seaboard, interior and western termini points; also principal points in Canada; effective June 15.

**C R I & P**, Sup 38 to ICC No C7692, grain and products, milletseed and hay, between St. Louis, Hannibal, Mo., East St. Louis, Alton and Quincy, Ill., and stations in Illinois, Iowa, Nebraska, Minnesota, Missouri and South Dakota on C R I & P, also Armourdale (Kansas) City, Kan., Atchison and Leavenworth, Kan.; effective June 4.

**C M & St P**, Sun 3 to ICC No A9628, grain and grain products, from St. Paul, Minneapolis, Minn., and points taking same rates to Houghton, Hancock and other points in Michigan; C M & St P has issued supplement to this and other tariffs showing corrected list of participating carriers as per original tariff in compliance with Special Order 3 of ICC; effective May 7.

#### ELEVATION AND TRANSIT.

**Norfolk & West**, ICC No 3447, elevator charges on grain at Norfolk, Va.; effective June 30.

**Norfolk & West**, Sup 3 to ICC No 2907, grain, rules governing elevation charges on grain at Richmond, Va.; effective July 1.

**St L S W**, ICC No 2836, rules governing elevation allowance on grain at St. Louis, Mo., East St. Louis and Cairo, Ill.; effective June 21.

**W & L E**, ICC No 742, rules governing elevation and grain transfer allowances at Cleveland, O., and Toledo (Ironville), O.; effective, state, May 29; interstate, June 19.

**Norfolk & West**, Sup 2 to ICC No 3138, rules governing elevation of grain, milling in transit of grain at Cincinnati, O., Columbus, O., and stations on Shenandoah division; effective June 20.

**M & O**, ICC No A418, rules governing absorption of switching, drayage and feed charges and allowances for grain doors and elevation or transfer of grain at St. Louis, Mo., East St. Louis, Granite City, Madison, Venice and National City, Ill.; effective June 23.

**K C Sou**, ICC No 2522, grain; rules and regulations governing stopping in transit at Kansas City, Mo.-Kan.; effective June 24.

**Vandalia**, ICC No 2336, rules and regulations governing allowances and transit privileges on grain at stations on Vandalia; effective June 25.

**Minneapolis & St L**, Sup 5 to ICC No 1786, wheat, milling, cleaning or mixing in transit, from Minneapolis, St. Paul or Minnesota Transfer, Minn., to Chicago, Ill.; effective June 30.

**C & N W**, Sup 5 to ICC No 6491, grain and grain products, from points on C & N W in Nebraska to points in Missouri and Kansas; changes in cleaning in transit rules; effective July 1.

**M K & T**, ICC No A3230, allowances for grain door equipment and material used in repairing cars at points on M K & T in Illinois, Kansas, Missouri and Oklahoma; effective June 22.

**III Cent**, Sup 167 to ICC No A5950, rules and regulations governing payments for grain cars furnished at Chicago, Ill., and other points within Chicago switching limits; effective June 18.

**C & N W**, Amend 7 to ICC No 6049, grain and grain products, between points on C & N W and connections; corrections in minimum weights applying on wheat, rye, corn, barley and oats; effective, state, June 5; interstate, July 1.

**III Cent**, Sup 421 to ICC No A5951, First Corrected Page 201, rates, rules and regulations governing payments for grain doors or linings furnished at stations on III Cent or Ind Sou, except Chicago, Ill., St. Louis, Mo., and East St. Louis, Ill., and the switching districts thereof; effective June 20.

**C B & Q**, ICC No 9601, grain, rules governing milling in transit arrangement at Winona, Minn., La Crosse and Fountain City, Wis., and other points on La Crosse division of C B & Q; effective July 1.

**C B & Q**, ICC No 9594, grain and seeds, regulations and general arrangements for stopping in transit to shell, clean, etc., at stations on C B & Q; effective July 1.

**C B & Q**, ICC No 9597, rules governing stopping and reconsignment of grain in transit at Burlington, Ia.; effective July 1.

**L & N**, ICC No A1061, grain products, basis for rates on grain products taking Classes C D and F from Bloomfield, Ky., to Mississippi River, interior Mississippi Valley, Mississippi Valley (except points in Kentucky) and Mississippi Valley local stations on III Cent and Yazoo & M V, except points in Kentucky; effective July 2.

**B & O**, ICC No 8481, grain, rules governing stopping in transit at Sandusky, O., for inspection; effective, state, June 12; interstate, July 1.

**Erie**, Sup 2 to ICC No 7030, rules governing deliveries at New York, Brooklyn, N.Y., Jersey City, Hoboken, Weehawken, N.J., and points in New York Harbor, and storage, lighterage and terminal regulations in New York Harbor and vicinity, and rules governing delivery of grain; effective July 1.

## Grain Dealers Meetings.

June 15-16. Illinois Grain Dealers' Ass'n will hold its annual meeting at Peoria; headquarters National Hotel.

June 21-25. American Seed Trade Ass'n will hold its annual meeting at Niagara Falls, Ont.

June 23. Indiana Grain Dealers' Ass'n will hold its mid-summer meeting at Indianapolis. Session will be held in assembly hall of Board of Trade.

June 24th and 25th. Ohio Grain Dealers' Ass'n will hold its mid-summer meeting at Cedar Point. The time of this meeting had been fixed for a later date, but circumstances have arisen which compelled the changing of date.

July 13th. Western Grain Dealers Ass'n will probably hold its Annual Meeting at Des Moines, Ia. Outings for members will also be held at Clear Lake and Lake Okoboji, the latter part of June and 1st of July. The Association officials have in contemplation other meetings more of a local character at Omaha, Des Moines and Cedar Rapids.

July 27-29. National Hay Ass'n will hold its annual meeting at Cedar Point, O.

Oct. 6-8. Grain Dealers' National Ass'n will hold its annual meeting at Indianapolis, Ind., headquarters Claypool Hotel.

# Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

## CANADA.

Winnipeg, Man., June 1.—Seeding, the late, was completed in good time and there will be an abundant harvest if later conditions continue favorable. Acreage is increased in wheat and still larger in oats and barley. Possibly a third of the winter wheat in Alberta was killed during the winter and the ground resown with spring grain. Estimated wheat acreage, Manitoba, 2,800,000 acres; Saskatchewan, 3,400,000 acres; and Alberta, 500,000 acres.—Campbell & Wilson.

## ILLINOIS.

Hudson, Ill., June 4.—After this week the oats and corn reserves will be meager in this territory.—A. W. Skinner & Co.

Wenona, Ill., May 13.—Ground in good shape. Oats doing fine, and the corn will soon be planted if the weather permits.—W. H. Tallyn.

Pesotum, Ill., May 13.—Corn going into ground in fine shape; oats looks fairly good. Wheat scarce and thin. Too cold for corn to grow well.—Kleiss & Giles.

German Valley, Ill., June 7.—All grain doing well; oats and barley show a good stand and improve daily. Corn cultivation is most necessary. While oats and barley are about same as last year, there is an increase in the acreage of corn of about 10%, due to the meadows freezing out last winter.—T. J. Cordes.

Morrisonville, Ill., May 10. About 80% of corn marketed tributary to this place. Wheat looking fair, that is, growing crop. No wheat in farmers' hands at all. The season is fairly good. Oats looking pretty good, only a little backward. About 1-3% of corn planted and ground in good shape.—Thomas E. Doyle.

Hopeland, Ill., May 11.—Growing wheat improving rapidly, about normal crop outlook. About 5% increase in acreage of oats; looking fine. Very little old oats. If we have no rain this week corn planting will be practically done. Ground in the finest condition I ever saw for bumper crop. About 20% of old corn in farmers' hands.—C. L. Smith.

Paxton, Ill., May 24.—Corn has been planted in better shape than for the last two years. Acreage somewhat larger than last year, and a good stand generally reported. Oats are in good condition, occasionally I hear of some patches that were drowned out, but the per cent is very small, almost without exception, I am told that they have a better prospect than they have had for several years. If conditions continue as good as they are at present we will have better crop than we have had for several years.—Chas. Shelby.

## INDIANA.

Greenwood, Ind., May 31.—Wheat is looking fine and can be harvested in about six weeks.—Greenwood Eltr. Co.

Bedford, Ind., May 29.—Wheat looks fine. Quantity and quality will make up for short acreage.—C. M. Lemon.

Westville, Ind., May 22.—About 2% acreage sown last fall and the wheat is looking good. More oats sown this spring than usual and they are looking good but need rain.—Rogers & Link.

Washington, Ind., May 25.—Wheat is looking fine. It will be about 75% of a full crop. Scarcely any old wheat in the farmers' hands. All of the mills are out of wheat; have to ship it in.—Walker & Morris.

Rushville, Ind., May 9.—90% of full crop in acreage and 100% in looks. Our wheat in Rush Co. is dandy and never looked better. Not more than 1% in farmers' hands. Oats never looked better and corn going in ground better than ever before.—T. H. Reed & Sons.

Templeton, Ind., May 10. An average acreage of oats was put out this spring but is very spotted where the ground is low and flat there won't be over half a crop with the very best of season from now on. On higher land the crop looks good, but some backward. There will be an average acreage of corn. Ground is very wet at present. Scarcely any wheat raised in this county, but what few fields there are, look fine.—Kennedy Bros.

Westphalia, Ind., May 29.—About two thirds of a growing crop sowed. Winter wheat looks well. Harvest in this community in about three weeks. No old wheat in the farmers' hands.—Westphalia Mill & Elevator Co.

## IOWA.

Petersville, Ia., May 10.—Oats and barley in good condition. Never looked better and there is about the same number of acres as last year. The corn crop is going in the ground in good shape and more acres will be planted than ever before. About 90% of the oats marketed. All the barley is sold and about 70% of the corn crop is sold.—J. Goodall.

Parkersburg, Ia., June 4.—Farmers report the oats stand in this section as the best in years. The plant is from 5 to 8 inches high, very thrifty looking and a heavy stand. The cold weather and freezes after the grain had been sown did not affect the seed and in many places the stand is too thick. In six weeks more early oats will be ready to harvest.—H. Schultz.

Rembrandt, Ia., May 25.—Oats condition is not very promising as the growing crop is very backward and very thin, owing to frost soon after seeding and some report  $\frac{1}{2}$  crop while others report  $\frac{1}{4}$  crop. Corn planting is fairly well along. Wet weather is late and delayed work in field very much and farmers will be kept very busy taking care of weeds in their corn fields as soon as weather will permit.—D. W. Thomas, mgr. Rembrandt Eltr. Co.

Rembrandt, Ia., May 25.—Oats are the main crop of small grain here. Most of the fields are looking good but some are pretty thin, mostly on account of poor seed. The acreage of oats is 10 to 15% below last year; the acreage of corn will be larger this year than ever before. The grain in farmers' hands at present is mostly a few bunches of corn, no big amount, probably 25% of the marketable portion or less.—Agt. DeWolf & Wells Co.

New Hampton, Ia., May 8.—The seeding of oats and barley in this vicinity finished today. Very little wheat raised here any year. Seeding done in very poor condition. On account of this and some late seeding the outlook for an average crop of small grain is not promising. Won't be much corn planted until the 20th, ten days later than usual, but think the acreage will be larger. The season is backward. Very little oats and no barley or corn in farmers' hands for sale. Will be all needed at home. John Tooley.

Lanyon, Ia., May 27.—On account of the wet spring the oats will be thin on the ground and acreage somewhat decreased. The corn has been planted mostly in good shape but wet weather has interfered with working the ground and some of it will be weedy. Quite a little old corn left yet, a good deal of it would have been shelled this week but rain and bad roads prevented. When it clears off the fields will have to be tended, so the movement will be light till after harvest.—Aaron Peterson, mgr. Farmers Eltr. Co.

## KANSAS.

Ellsworth, Kan., May 27.—Wheat acreage an average, with condition about 75%—H. Work.

Centralia, Kan., June 8.—Prospect for crops in northeastern Kansas seems to be good to date.—M. G. Heald.

Douglas, Kan., June 8.—Crop conditions here are excellent to date, the considerable corn has been replanted.—Raymond & Son.

Neosho Rapids, Kan., May 27.—The rains of the past two weeks have improved the wheat very much. Wheat is heading with the promise of a yield of from 5 to 15 bu. with good quality. Corn a good stand; ground in fine condition. Oats and barley growing fine. No old wheat or corn in farmers' hands.—Geo. A. Smith.

Washington, Kan., May 29.—Our wheat was put in a little late last fall. On account of it the wheat was backward all fall and winter, but with extra good weather the last two weeks, our wheat may make a full crop yet. Bottoms and low land wheat looks fine. Corn about all planted. Stand good, also the weather.—F. H. Hoerner.

Stilwell, Kan., May 24.—Old wheat all shipped out. The acreage of growing wheat about 75% of last year. Stand very thin. Under favorable conditions will make from 8 to 10 bu. per acre. Oats stand good, looking fine. Acreage 10% increase over 1908. No old oats for market. None of last year's corn crop was shipped to market. Have enough to supply local demand. New crop while about 3 weeks late is a good stand and doing fine. Acreage about 25% increase over 1908. Flax looks fine, acreage small.—Combay Bros.

Ludell, Kan., May 8.—Wheat promises about 90% if we do not have any more such fierce dust storms as we had a few days ago. Today it rained a little. If we have a few good rains and no high winds we expect a fair crop which is 15 to 20 bu. per acre.—Jacob Miller, mgr. Farmers' Grain, Live Stock & Supply Co.

Norcurt, Kan., May 24.—We have 100% acreage of wheat here and the prospect is for 50% of a crop. It has been dry for six weeks until last night; we had a good general rain. Wheat very backward and small. That is in our favor I think. Most corn is planted but has been so dry that it has not started very good but last night's rain will put new life in it and we hope for a full crop.—J. M. Klons.

## MICHIGAN.

Lansing, Mich., June 5.—The condition of wheat June 1 was 82, against 93 a year ago. Condition of rye 87, against 92; of corn 89, against 84; of oats 85, against 89; and of barley 87, against 90%. The acreage of corn is 97, against 92. The total number of bus. of wheat marketed in the 10 months prior to June 1 is 9,500,000, against 7,250,000 bus. a year ago.—Frederick C. Martindale, secy. of state.

Detroit, Mich., June 7.—Wheat is very promising with a small acreage. Oats are looking fine. That timothy will be a light crop is plain to be seen, but clover is in exceptionally fine condition. Several fields in the vicinity of Detroit are better prospects this year than in several seasons. A number of farmers predict that the present high prices for grains will serve to increase the acreage devoted to these crops next year.—B.

Detroit, Mich., June 7.—Crop prospects in Michigan have been materially bettered during the last few weeks. I was on a short trip through the state recently and while I learned the acreage planted in the western sections to be far below normal, in the eastern districts the area nearly equals that of 1908. The weather during the past two or three weeks has been quite favorable to the growing wheat and now that the season is so far advanced the possibility of there being a damaging frost is practically eliminated.—Wm. V. Brace, the Commercial Milling Co.

## MINNESOTA.

Browns Valley, Minn., June 7.—Crop conditions were never better in this territory than at the present time.—Browns Valley Farmers Elevator Co.

Brandon, Minn., May 25.—Seeding in this vicinity is practically all done except a little flax. Wheat, barley and oats all up in fine shape, about two weeks later than last season, but with favorable weather such as we have had for the past week, from now on, it will soon catch up.—B.

Minneapolis, Minn., June 8.—Farmers are still sending flax and will probably continue doing so for ten days, which makes it appear that we may have as much or even more flax acreage than we did last year, altho there are districts where the acreage is unquestionably smaller, notably the east half of North Dakota. The chief increase in acreage reported is in South Dakota.—The Van Dusen-Harrington Co.

Minneapolis, Minn., May 28.—Acreages this year compared with last are reported by the Market Herald as follows: In Minnesota, spring wheat, 101.4; durum, 92.7; oats, 99.4; rye, 97.1; flaxseed, 98.2. In North Dakota, spring wheat, 103.2; durum, 92.7; oats, 104.4; rye, 105.7; barley, 102.3; and flaxseed, 96.8. In South Dakota, spring wheat, 102.9; durum, 106.4; oats, 98.2; rye, 96.9; barley, 103.3; and flaxseed, 108.3.

Minneapolis, Minn., May 28.—Further inquiry confirms our previous estimate of 5 or 6% increase in wheat acreage in Minnesota and the Dakotas. The barley acreage has been increased from 5 to 10% over the entire territory. Very little change in the oats acreage from last year. If any difference, there is probably a small increase. Corn planting is well under way and the acreage will be increased over last season. All crops are looking very well, except in those parts of the country where we have light soil and there some fields ruined by a high wind about three weeks ago and it looks as tho the stand would be thin. A few fields of corn have been worked for the first time. The lower two tiers of counties in Minnesota and the northern two tiers of counties in Iowa have had all the rain they can stand. The remainder of the territory has had enough.—Van Dusen-Harrington Co.

## MISSOURI.

Kansas City, Mo.—Kansas and Nebraska will raise normal crops of wheat. Nebraska will produce about 45,000,000 to 50,000,000 bus. and Kansas will raise about 70,000,000 bus. crop.—C. W. Lawless.

Valley Park, Mo., May 25.—Crops better than last year in this section.—Valley Park Mfg. Co.

Kansas City, Mo.—My estimate taken from private reports leads me to believe that Kansas will raise 75,000,000 bushels of wheat.—F. C. House.

Verona, Mo., May 24.—Wheat has improved wonderfully and now looks like we will have a fair crop. We now have plenty of rain but wheat is a little late. No wheat in farmers' hands now.—Verona Elevator Co.

Wolf Island, Mo., May 25.—Little over one half crop of wheat will be harvested; too much rain in river bottoms for wheat about  $\frac{1}{4}$  of a corn crop planted to date. Corn crop in this section will be very late again;  $\frac{1}{2}$  will be planted in June if at all. All on account heavy rains. About  $\frac{1}{2}$  of old corn, 1908 crop, in farmers' hands.—D. M. Ringo.

Columbia, Mo., June 5.—Corn planting has progressed very satisfactorily and only 10% of the crop remains unplanted. However, the excessively hard rains have washed the ground and formed a crust so that it has been hard for the corn to come up; also, the cool, wet weather of the last week or two has given wire and cut worms a chance to do considerable damage to young corn, and in some of the south-central counties overflows have caused considerable damage. Of the crop that has been planted 12% had to be replanted the second time. The corn is beginning to get weedy in many places on account of the wet weather. The highest condition is in the southwest section, where the average is 87%, and the lowest condition is in the northeast section where the average is 80%. The estimated acreage of last month is borne out by the actual acreage planted as indicated by the reports this month, showing an average of 7 per cent more corn planted this year than last. The wheat has shown a slight improvement over last month, the condition being 76% for the state this month compared with 74 last month. The cool season has delayed the ripening of wheat which will set the harvest about two weeks late. In the southern part of the state some wheat may be cut by June 10, but the greater part of the crop, even in the southern part of the state, will not be cut before about the middle of the month. There has been some complaint of Hessian Fly along the lower counties of the Missouri River, and a little complaint of overflow in the south-central section. The condition of oats this year is three points below that at the same time last year, being 87 per cent, due to the continued cool weather and some damage in the southwestern part of the state from a lack of rain early in the season followed by too much rain; and in some sections of the state from too much rain the entire season.—Geo. B. Ellis, secy Missouri State Board of Agriculture.

## NEBRASKA.

Odell, Neb., May 28.—We have had the lightest movement of grain in May we ever had; not much corn to market. Wheat and oats much improved by recent rains. Corn coming fine; some are cultivating.—Odell Farmers Elevator Co.

Sarreville, Neb., May 31.—The rains here during the last ten days have improved crop prospects. Wheat will probably yield 20 bushels per acre. Oats also look better and fair yield can be expected. Corn is all planted and most of it up. A good deal of complaint is made of poor stand, and cut worms. The cold weather caused the early planted corn to come up very slowly, and some is being replanted.—Sarreville Farmers Grain & Live Stock Co.

## NORTH DAKOTA.

McHenry, N. Dak., May 26.—Wheat about all in but quite a lot of other grain yet to be sown. Grain nearly all marketed at this point.—H. C. Barber, buyer Farmers Eltr. Co.

Oberon, N. D., May 27.—Wheat, oats, durum, and barley most all in and up. Wheat looking splendid. Plenty of rain, considerable flax seeded; conditions good.—D. C. Garner.

## OHIO.

Marion, O., May 28.—Wheat outlook has materially improved during the last two weeks.—C. B. Jenkins.

Celina, O., June 4.—Oats and corn have the best prospects we have ever had in our remembrance of time, and surely will be the best oat crop this section ever produced.—Model Milling Co.

Hamer, O., June 8.—The oats and corn crops in Putnam Co. are the most promising of any crop in several years; acreage very large, probably 120% of the usual crop. Oats are fine; high; corn mostly worked out. Adjoining counties equally good.—X. X.

Pemberton, O., June 4.—Corn nearly all planted; prospects fine. Oats look good and a large crop is expected.—Simmons & Cook.

Columbus, O., June 1.—During the past month wheat has shown much improvement, and the present prospect is estimated at 78%. Wheat was seed under most unfavorable conditions, and the earlier reports were discouraging. Since the opening of spring, however, its condition has gradually improved, each month's estimate showing a slight upward tendency. On Apr. 1 its condition was estimated at 62; May 1, 66; while the present prospect is estimated at about three-fourths of an average yield per acre. Last year the estimated area harvested was 1,886,960 acres and from this was produced 30,122,919 bu., or an average yield per acre of 15.9 bu. On June 1, 1908, the wheat prospect was estimated at 94% compared with an average. From these figures it is readily apparent that the coming harvest will be far short of that of one year ago. Reports of damage by joint worm are rare. Winter barley shows a prospect of 70%; while the prospect of spring barley is estimated at 82 compared with an average. Oats generally are in excellent condition and the present prospect is estimated at 91 compared with an average. A large acreage has been seeded and the harvest should produce a fine yield.—A. P. Sandles, secy Ohio State Board of Agric.

## OKLAHOMA.

Tuttle, Okla., June 4.—Corn looks good. Oats light acreage, crop fair.—B. C. Headrick.

Medford, Okla., May 27.—Think we will have a larger yield of wheat from smaller acreage than we had last year.—A. M. Edwards.

E. Reno, Okla., June 4.—There is a great diversity of opinion about Okla.'s wheat crop. Think we will raise about 10,000,000 bus.—J. E. Wright.

Carleton, Okla., May 7.—Wheat and oats no acreage sown. Have practically gone out of wheat and oats in this locality. Large acreage of corn. Weather dry and cold. Corn is mostly up but is doing nothing.—John Haigler.

Davidson, Okla., May 24.—Wheat will yield from five to 15 bu. per acre. Oats poor and unless we get rain very soon little will be cut. Corn looking well with a large average. Some wheat will be cut this week.—Davidson Grain & Fuel Co.

Enid, Okla., May 25.—We have been having some fine rains over the state the last few days which has encouraged the producer as well as the shipper. Think we will raise a pretty fair wheat crop after all.—C. F. Prouty, secy Oklahoma Grain Dealers Ass'n.

Union City, Okla., May 8.—The acreage of wheat is about 10% less than last year. The acreage of corn is larger than last year by 20%. The growing crops are in excellent condition. Neither wheat nor oats of the old crop is in farmers' hands. Of the corn, 15 to 18% in farmers' hands.—Chas. Liebler.

Pawnee, Okla., June 4.—Corn crop conditions at this place are good; acreage 25% larger than last year. We are paying 65 cents for corn, and it is pretty scarce. Not more than 2% of old crop in farmers' hands. No old wheat here. New wheat looking good, but small acreage.—Badger-Hudson Grain Co.

Okemah, Okla., May 10.—Oats looking extra good; acreage a good average. Corn acreage very large and prospects best in years. Corn has been cut by frost three times but don't think has been hurt—generally a good stand and strong growth. Spring has been very favorable for farm work and ground in excellent condition. No wheat sown here. All grain very scarce but grass is good and feeding light now.—Okemah Mill. & Eltr. Co.

Guthrie, Okla., June 1.—The condition of winter wheat on May 25 was 61.5% compared with 74.1 last month. The growing condition of spring sown oats was 63.0 compared with 71.2 last month. The growing condition of winter oats is 52.6 compared with 40.7 a month ago. The growing condition of rye is 68.6 or 6.9 per cent decrease from last month's condition of 75.5. The acreage planted to corn this season is shown to be 116.3 per cent of that planted in the spring of 1908, making the estimated acreage planted this spring 4,954,200 and of that acreage, it is estimated that 17.7% has been or will be replanted on account of poor stand, unfavorable weather conditions, frost, etc.

The growing condition of corn on May 25, 1909, is 32.9%. The acreage planted and to be planted to cotton this season is shown to be 80.5 per cent of that gathered in the fall of 1908, a decrease of 314,038 acres,

or 19.5%. The growing condition of all alfalfa standing, including both spring and fall sown, is shown by the correspondents to be 73.8 per cent.—Chas. F. Barrett, secy Oklahoma State Board of Agric.

## PENNSYLVANIA.

Philadelphia, Pa., June 5.—The latest crop reports from all over the state and particularly from nearby sections are very favorable for a good yield of wheat, corn, oats, buckwheat, rye and grass, and a large nearby grain trade is expected.—S. R. E.

## SOUTH DAKOTA.

Aberdeen, S. D., May 26.—Wheat in our section is in fine shape. We will have enough old wheat to carry us thru.—C. A. Lunn.

## TEXAS.

Godley, Tex., June 4.—Grain is a complete failure here.—W. H. Griffith.

Waco, Tex., June 4.—We will have  $\frac{1}{2}$  oat crop and fair corn crop.—W. W. Early.

Troy, Tex., June 4.—Corn looks good. Will have 50% of an oat crop.—C. E. Maedgen.

Temple, Tex., June 4.—Twenty-five per cent of an oat crop. Corn looks fine.—A. B. Crouch.

Howe, Tex., June 4.—Corn and cotton need rain badly. About  $\frac{1}{2}$  oat crop.—J. A. Hughes.

Dallas, Tex., June 4.—Fall sown oats killed by frost and too dry for spring oats.—C. L. Moss.

Ft. Worth, Tex.—Our state will produce not over 2,000,000 bu. of wheat and 5,000,000 bu. of oats.

Ballinger, Tex.—Our grain crop in this territory was a complete failure this year.—R. G. Erwin, cashier Citizens' Bank.

Greenville, Tex., June 5.—No wheat here; ears short. Corn doing very well so far, but we will need rain soon.—Weathers Grain Co.

Seymour, Tex., June 4.—Corn acreage about 4 times an average which looks good. Are harvesting wheat and oats, what there is.—S. Edwards.

Marshall, Tex.—The wheat acreage is 80%, condition 75%. Corn acreage 150%, condition 80%. Oats acreage 133%, condition 75%. The season is cold, late and dry.—U. F. Clemons.

Denton, Tex., June 4.—We will raise the best crops in the state. Are thru harvesting oats which were fair. Wheat is fine with acreage small. Corn prospect good.—E. W. Blewett.

Childress, Tex., May 8.—No wheat or oats planted. Acreage of corn will be increased 300%. Cotton about same as last year. Milo maze and kafir 50% increase. Very dry. No rain since November. No grain remaining in farmers' hands.—S. A. Shaw.

Canyon, Tex., May 11.—We have a larger acreage of wheat than ever before, but the growing grain looks bad. If we can have rain within the next few days we may get about a third of a crop.—Canyon Coal & Eltr. Co.

Van Alstyne, Tex., June 5.—Harvest has begun in this vicinity. We will have some new wheat for market next week and oats will be moving the week after. Acreage of wheat is very light, but the yield and quality is good; oats in acreage 100% of last year and yield will average 30 bus.—G. H. Rogers, pres., Grayson Mill & Grain Co.

Celeste, Tex., May 15.—Very little wheat sown in this section. What there is looks very well and will make a fair yield. We have just had a fine rain which will greatly benefit the crop. The oat crop which is on good land promises to be fair crop. After this year I think there will be more attention paid to grain, as farmers are having to buy corn to feed their stock and it has to be shipped in, selling on the local market at 85c per bu. and could not be bought for that now by the car load.—N. B. Harrel.

## WASHINGTON.

Davenport, Wash., June 5.—Crop prospects here are good. We expect 25 bus. per acre of wheat. We are paying \$1.15 per bu. for the best wheat.—Davenport Grain Co.

## WISCONSIN.

Madison, Wis., June 1.—Small grains sown this spring have usually made a good stand and are of excellent color, indicating a thrifty condition. Nearly all the corn acreage has been planted, and on many fields the plants are up and growing nicely. Reports indicate that the acreage of corn in the state will be increased fully 5 per cent over that of last year. Condition of the growing crops is: Winter wheat, 90; spring wheat, 92; winter rye, 93; spring rye, 93; barley, 98; oats, 94.—John M. True, secy Wisconsin State Board of Agriculture.

### Receivers' Day at St. Louis.

Saturday, June 5th, 1909, will long be known as a *red letter day* in the history of the Merchant's Exchange of St. Louis, and one of delightful entertainment in the lives of the grain receivers who were so fortunate as to be the guests of the Merchant's Exchange on that day.

From the minute the visitors landed in St. Louis, they were in the hands of a large and active committee of local receivers. As soon as baggage had been cared for, all were ushered into the large dining-room on the second floor of the Union Station, where a splendid breakfast was served, and cigars provided.

As soon as the inner-man was cared for, the guests were given seats in handsome observation cars, and taken to the Planters Hotel.



During the morning the guests assembled on the large trading floor of the Merchants' Exchange, where each of the local dealers had been appointed a committee of ten, to promote sociability and they even outdid all previous records of Southern hospitality. Early in the morning the guests were called about the large rostrum at the west side of the hall, by First Vice-President, M. W. Cochran, who introduced the Hon. D. R. Francis, one of the oldest of St. Louis' grain men, to deliver an address of welcome, which the ex-Governor did in his best vein.

At the close of 'Change, the visiting officers of grain exchanges and some of the ex-officers, were taken to luncheon by the officers of the Merchants' Exchange. Many other luncheon parties were made up of guests and local dealers.

#### THE BOATRIDE.

Promptly at 1:30, all visitors and local dealers lead by Weil's Band of 24 pieces, with banners flying, made their way to the wharf of the palatial new river steamboat, the "Alton." The day was an ideal one for a river ride. Even the weather man seemed determined to give the visitors a pleasant time; hence the trip up the Mississippi, past the mouth of the Missouri river and the high bluffs at and above Alton, was a most delightful one. Sandwiches and liquid refreshments were served to all, throughout the trip. A landing was made at Athletic Island, to see how the wrestlers grow.

Singing and dancing was indulged in by many, both going and coming, notwithstanding no member of the fairer sex was to be found on the boat. The efforts of Dave Gardner to lead—it may have been an effort on his part to mislead—the band, would have filled even Creatore with envy. Dave Noyes won new laurels with a fresh supply of taking songs and Grandpa Connor lead the joyous serenaders with that touching ditty, entitled, "Old Man Connor's a Good Old Soul." As an active promoter of good-fellowship, the boat ride proved a three-time winner, so when the landing was reached at 7:30, all were happy, altho some were weary.

### THE BANQUET.

All gladly followed the band to the handsome quarters of the Mercantile Club, and soon were seated in the Banquet Hall where the well arranged tables were decorated with ferns, carnations and roses.

As soon as the 365 guests and hosts were seated, the following menu was served:

#### MENU

Olives	Radishes	Salted Peanuts
		Manhattan Cocktail
Fried Soft Shell Crabs	Sauce Tartare	
	Saratoga Potatoes	
	Cigarettes	
Broiled Spring Chicken on Toast		
New Potatoes Rissoille		
Green Peas		
Mercantile Club Sauterne		
Lettuce and Field Salad		
Strawberries and Ice Cream		
Assorted Cakes		
Brie and Neufchâtel Cheese		
Toasted Wafers		
Apollinaris		
Demi Tasse		
Cigars		

President Scharff, of the Merchants' Exchange, took advantage of the interim between the first and second courses to propose that the hosts drink to health of Our Guests.

The interim between the second and third courses was utilized by Mr. Rumsey, of Chicago, who proposed to toast "Our Host, the Merchants' Exchange."

Later intermissions during the dinner were utilized by singing songs written especially for the occasion, in which the singers were lead by Weil's Orchestra, the first being "Welcome to Our Guests," to the tune of "Vive le Compagnie," and the second entitled "The Merchants' Exchange," to the tune of "The Old Oaken Bucket."

"That old institution,  
That fine institution,  
That grand institution  
The Merchants' Exchange."

When the cigars had been lighted, and the chairs pushed back, to afford each a view of the speaker's table, Edward E. Scharff, President of the Merchants' Exchange, called the banqueters to order and said, "It gives me great pleasure to welcome you to our city; to have you as our guests; to extend to you the warm hand of good-fellowship. We propose to show you gentlemen, who are our business rivals, how we mean to win the grain business, but of course, you cannot expect us to make known our secret now. Wait until we have proved to you that it is a success.

The grain exchanges have little to fear from the demagogues who seek to play upon the prejudices of the farmers, because the people are beginning to realize that the grain exchange has formed a valuable function in the trade life of our nation.

This afternoon we took you for a ride on the river, a stream which once was an avenue of great commerce, but which gradually has fallen into disuse. We hope the day is near at hand when the Federal Government will develop this natural waterway which lies at our door, to the mutual benefit of all of the people.

Gentlemen, I wish you to feel that you are all welcome here, both collectively and individually; at any and all times, as welcome as the flowers in May. It gives me great pleasure to introduce the toastmaster of the evening, Mr. John L. Messmore.

Mr. Messmore, after winning his audience with laughable stories, introduced Frederick H. Kreismann, Mayor of St. Louis.

His Honor said, "It gives me great

pleasure to welcome you to our city. You men of the grain trade do us great honor to favor us with your company, and we assure you that we appreciate it most heartily. In October, St. Louis will celebrate its Centennial, and I hope we will have the presence of the grain men of the Mississippi Valley. We will be glad to welcome you then, as now."

The St. Louis Millers' Club Quartet sang so well, it had to sing another.

B. H. Lang, who was introduced as The Honest Man of the Grain Dealers' Club, told how he gained the appellation, and proved his right to retain it, by outlining the development of the Exchange's Weighing Department, and the perfection of its work. He said, "Our Grain Dealers' Club has done much to develop good-fellowship among our members who are engaged in the grain trade. It has smoothed out the rough places, and made life more enjoyable for each of us. I assure you that should any of the visiting grain exchanges be so unfortunate as to be without such a club, I most heartily recommend the organization of such a club."

J. C. Murray, of Chicago, who was asked to tell the merits of pre-digested breakfast foods, voiced the thanks of the Chicago visitors for the very hospitable reception tendered the visiting dealers. "You have given us a lead which we may be able to imitate, but we have no hope of excelling. The Chicago Board of Trade cherishes the desire to follow your splendid example, in the no distant future. We are convinced that by meeting together we can do much to promote our common interests. The Chicago dealers are with the members of the grain trade, and for anything which will promote the general welfare of the trade."

Dewey A. Hickey favored the banqueters with a song on "How Adam Fell."

F. G. Crowell, President of the Kansas City Board of Trade, who after attempting to defend himself for being afraid of widows, said, "In behalf of the Kansas City Board of Trade, I wish to thank you most heartily for the delightful day you have given us. As I was handed a guest badge this morning, I thought how fitting it is that the Merchants' Exchange of St. Louis, the oldest of the Western grain exchanges, should be the host of the younger exchanges. We must realize that it behoves the grain exchanges to get together, to pull together, to meet the opposition which threatens."

Geo. S. Johns, a local newspaper man, who was introduced as "the father of ten children," denied the need of attempting to defend himself, and brot the dealers a good laugh by frankly declaring that he was surprised and amazed to meet such a respectable body of men. During the talk, Mr. Johns expressed himself as most seriously opposed to any restrictions being placed upon trade. It behoves the grain dealers of the country to stand together against any restraint of their freedom of trade.

W. T. Cornelison, President of the Peoria Board of Trade, thanked the Exchange members for the generous hospitality tendered their delegation. He said, "I think if the members of the exchanges would meet together occasionally, it would result in much profit to all, and I assure you that Peoria will be delighted to welcome you June 15th and 16th, on the occasion of the Annual Meeting of the Illinois Grain Dealers' Ass'n."

E. S. Woodworth, an ex-President of the Minneapolis Chamber of Commerce, thanked the Merchants' Exchange mem-

bers for their kind hospitality, and expressed the sincere desire that the Minneapolis Chamber of Commerce could soon entertain them in the grain center of the Northwest, that all might become better acquainted.

Another vocal selection by the Millers' Quartet was followed by the departure of many guests for the midnight trains.

The day is one which will long be remembered by each one so fortunate as to have participated in the entertainment.

Everything moved like clock work throughout the day, and each feature of the day's program gave pleasure to the visitors, and joy to the hosts.

#### HARMONY NOTES.

Every one enjoyed himself thoroughly. Acquaintance, confidence, friendship, business.

Every one was anxious to whistle for the National Oats Girl.

The visitors vied with one another in praising the cordial hospitality of the St. Louis dealers.

The Chicago delegates wore a very handsome badge, much coveted by the representatives of other markets.

Iowa's delegation included M. McFarlin and Geo. A. Wells, of Des Moines, and A. J. Zingre, of Mason City.

In the Illinois delegation were S. W. Strong, Secretary, and H. L. Baldwin, Treasurer of the Illinois Grain Dealers' Ass'n, H. E. Halliday, of Cairo; G. L. Lloyd, Thomasville, and J. T. Darnielle, of Piasa.

The Minneapolis Chamber of Commerce was represented by Secretary J. G. McHugh, H. E. Hughes, of Van Duzen, Harrington & Co.; E. S. Woodworth, F. L. Carey and H. Butler.

From the Omaha Board of Trade were E. A. Cope, of the Updike Grain Co., W. H. Chambers, C. C. Crowell, Jr., A. W. Carter, J. F. Huntington, E. J. Kiddle, J. M. Lee, N. Merriam and E. T. Peck.

An informal conference of cash handlers was held in the morning to discuss

the need of basing the commission merchant's compensation on value instead of quantity as at present.

Peoria's delegation included Pres. W. T. Cornelison and Secretary J. Lofgren, of the Board of Trade; W. S. Miles, of P. B. & C. C. Miles; Chief Inspector F. B. Tompkins, S. Mosiman, S. C. Bartlett, E. G. Isch, of E. G. Isch & Co.; L. Mueller, P. C. Casey, W. Wilde, W. H. Taylor, C. B. King, Dr. W. H. Conibear, of Morton; E. C. Coffey, R. W. Kempshall, T. A. Grier, Col. F. H. Smith, F. Trefzger.

The Kansas City delegation included President F. G. Crowell and Secretary E. D. Bigelow, of the Board of Trade; C. P. Moss, of the Moss Grain Co.; Fordyce Logan, of Logan Bros. Grain Co.; P. C. Smith, of J. Sidney Smith & Son; C. W. Lawless, of G. H. Davis of Ernst-Davis Grain Co.; L. A. Fuller, of Thresher-Fuller Grain Co.; Chief Weighmaster, J. G. Goodwin; J. R. Neil, of H. H. Steele & Co.; Harry Hodgson, of the Missouri Grain Co.; A. Freeman, F. R. Warrick, H. S. Wilson, manager Transportation Buro; J. J. Walcott, G. S. Carkener, L. Fowler, G. M. Wright, J. A. McLainey, H. J. Difffenbaugh, C. T. Neal, W. C. Goffe, E. O. Moffat, A. D. Wright, Jno. T. Snodgrass, C. W. Lonsdale, J. B. Bracken and E. B. Russell.

From Chicago were H. A. Rumsey and J. Rowan, of Rumsey & Co.; W. H. Perrine, of W. H. Perrine & Co.; W. Beavan and M. Burdick, of W. H. Lake & Co.; J. E. Bennett and Joe Schriner and J. Carmody, of Jas. E. Bennett & Co.; L. W. Radford, of Pope & Eckhardt Co.; M. L. Vehon, of Rosenbaum Brothers; W. E. White, of Finley Barrell & Co.; R. Buckley, of Somers, Jones & Co.; H. Richeson and Geo. Seavers, of Armour & Co.; W. P. Anderson, of W. P. Anderson & Co.; A. P. Blakeslee, and J. C. MacGinnitie; Nat Liderer, of Bogert, Maltby & Co.; O. C. White, of P. H. Schifflein & Co.; H. H. Newell, of Rogers Grain Co.; J. J. Stream, of J. C. Shaffer & Co.; J. C. Murray; F. A. Pad-

dleford; M. Bates, H. Jackson, P. Seipp, A. Leask, J. F. Lamy, F. Schreiner, J. J. Donohoe, L. B. Wilson, Geo. Wheeler, O. T. Hulburd, O. E. Moody, E. Rosenbaum, A. O. Mason, E. W. Dennis, R. C. Russell, C. B. Caldwell, Arthur Jackson, C. B. Pierce, D. A. Noyes, F. M. Cleary, W. S. Crosby, Supervising Inspector S. H. Smith, Geo. S. Green, D. C. Jackson, L. W. McMaster, L. S. Hoyt, J. F. Bassett of Durable Wire Rope Co., and Mr. Gates.

#### SONG OF THE CHICAGO DELEGATION.

Composed by the Owls.

We are the bad Chicago boys,  
Who came down here last night,  
We know we'll have a bully time  
And possibly get tight—  
Your greetings fill us full of joy,  
And also full of glee—  
We know you're famous  
For your southern hospitality.

We're from Chicago, we're quite a cargo,  
The mildest bunch from there you ever  
knew.  
We came to meet you, we're glad to greet  
you.  
St. Louis, OO E OOE OO.

Chicago provision broker writes: "Advanced prices of hogs seem to have no more effect in increasing hog receipts than the high prices of grains have had. Don't you think that Secretary Wilson's attention should be called to this outrage? To-day's receipts in the West are 35,000 short of last year, and the week will fall fully 100,000 under."—C. A. King & Co.

Sec'y Wilson of the Department of Agriculture in substantially declaring that wheat can not sell above \$1 per bu. without manipulation, poses as a market authority, tho he has no record behind him to show that he knows a real scarcity when it exists. Such ignorance of market conditions does not become dangerous until it leads to a demand Mr. Wilson recently voiced that "I think you will see federal legislation grow out of this deal in wheat before long." If any action is taken it should be an order to the Sec'y of Agri. to cease disseminating misinformation about crops.



Those Who Remained on the Merchants Exchange Boat While Getting up Steam for the Return Trip.

# The GRAIN DEALERS JOURNAL.

## Proper Equipment of Elevator Legs.—II.

BY THOMAS F. HALL.

The theory and rules governing the use of belts on smooth turned iron pulleys are not applicable to bucket belts in an elevator leg. The conditions encountered are entirely different from that of any other service. These facts must be recognized.

RUBBER BUCKET BELTS are mostly used for this purpose, but in calculating the power of the frictional contact, with the head pulley, ordinary rules must be discarded. This belt and pulley are enclosed in the leg casing, in which the atmosphere is dense with a dry dust, lubricative in its nature, and completely enveloping both the belt and the pulley. There is in fact, no actual contact of belt with the pulley. A film or layer of dust always exists between and separates them.

MANY BUCKET BOLTS, with heads an inch in diameter are inserted in the belt but a few inches apart, which make a contact with the pulley, of metal to metal. If these bolts are accurately and perpendicularly inserted, they would at best, present a contact, of a straight surface of the bolt head, to a curved surface pulley, furnishing very little frictional power.

In practice the bolts are not all set in the belt, perpendicular to its surface. The variation in the spacing of the bolt holes in the buckets, with a lack of correspondence of spacing in the holes in the belt, often compels the insertion of the bolts at an angle from the perpendicular, leaving but a slight surface contact with the pulley, on the *rim* of the bolt head. Thus the belt is lifted away from the pulley, presenting a belt surface on the pulley side, resembling a bed mattress, with only here and there a spot touching the pulley.

These are absolute conditions peculiar to grain elevator legs, which must be considered and met.

As a matter of fact, a bucket belt fully equipped with buckets, each bucket fully filled with wheat or corn, cannot be raised with a smooth turned metal pulley (regardless of its diameter) over forty-five feet; yet many are in operation having a lift of twice this distance, and all are failures, because they attempt a mechanical impossibility.

IT IS DIFFICULT for an observer to determine whether the buckets are doing full duty or not. They may appear to be running full, because grain spills over the front. This is deceptive. The manner in which a bucket fills, necessitates its spilling, when it is not half full.

Observation as to full buckets are misleading in another way. When the belt is gathering speed, or when it is slowing down, the buckets then fill full, and this condition can be seen; but when the belt reaches full speed, the buckets may not then be able to fill (on account of excessive speed), and it cannot be seen whether they do or not, by a casual observer.

Many careful experiments and actual tests have demonstrated this to be true.

It will be seen, therefore, that the provisions for lifting grain by a bucket belt, must necessarily be peculiar to the special conditions encountered, and not governed by rules ordinarily applicable to belts and pulleys.

There can be *but one proper diameter* for a head pulley in an elevator leg, for a predetermined task.

There is *but one correct speed* for that diameter pulley, and it must be exact.

This speed determines the exact shape for the bucket, for maximum capacity and perfect discharge. It also determines the spacing of the buckets on the belt for a maximum load.

These symmetrical elements and proportions necessarily presuppose the use at the foot of the leg,—the loading point,—of a non-chokable boot: without which no positive economical calculations can be made.

ELEVATOR BUCKETS, like freight cars on a railroad, must be fully loaded for economical transportation.

One could readily observe the gross extravagance of a railway operator, if he saw attached to a freight locomotive, a sufficient string of half loaded freight cars to consume its full power. He could see, that by a little forethought, one-half of the cars could have been discarded, and the other half, fully loaded with income producing freight.

Yet this is the admitted mechanical condition and extravagance of nearly every elevator leg in operation anywhere in the world.

IT IS AN ASTONISHING OVER-SIGHT on the part of engineers, that this peculiar extravagance should so long prevail. But it is explainable. They are obviously reaching out, for grander things.

A young engineer almost fresh from his studies, would not hesitate to insure the proper construction of a horizontal bridge across east river, to stand the strain and meet the stress, of shifting pressures. Or of a perpendicular office building fifty stories high, that must stand aplomb upon its foundation, and resist the forces of the elements. Or of a Lusitania to be tossed about upon the ocean, its whole weight with its cargo at one moment balancing on a pivot under its midship center, the next instant suspended at its ends, with these enormous forces and strains arising in every conceivable manner.

The magnitude of such vast undertakings is in itself attractive, evidently more so than experimenting in a dusty, uninventing, *inside*, of an elevator leg.

The great terminal elevators with their wonderful facilities and mechanisms are vivid illustrations on this point; yet it is a strange anomaly that the bucket belt and the leg elevating mechanism (the most important operative function in the whole plant), is now practically the same



Part of the Chicago Delegation. Guests of St. Louis Merchants Exchange.

crude contrivance without any improvement whatever that was in use in the first elevator leg erected.

I feel sure, however, that in the immediate future, this long neglected feature will receive the attention it manifestly deserves; that elevator engineers will not much longer neglect, but will give thought to the problems herein briefly outlined, which are so simple in themselves and so easily understood, and which will so well repay him in economical results.

It is to be hoped that these predictions are correct and that the owner of a newly constructed elevator can enter it with that full confidence in its predicted capacity and economy, that he has in the constructive engineer when he crosses the Brooklyn bridge, or stands in the fiftieth story of a sky-scraper, or on the deck of a Lusitania.

### Crop Reports Should Be Improved.

National Grain Growers' Ass'n has a plan. It condemns the Government crop reports and says threshers should be compelled to make returns direct to the county auditor. Trouble with that plan would be that the size of the crop would not be known until after it is marketed. State bureaus should adopt uniform standard in reporting, secure the best correspondents possible and make their reports as near perfect as possible.—C. A. King & Co.

We can't do without the Grain Dealers Journal.—G. H. Rogers, pres. Grayson Mill & Grain Co.

I find the Grain Dealers Journal of great benefit.—E. K. Harmon, sec'y Farmers Elevator Co., Gettysburg, S. D.

I have been a reader of the Grain Dealers Journal for many years and would not think of running a grain business without it.—J. H. Cavanaugh, Atchison, Kan.

### Meeting of the Feed Dealers National Association.

The second annual meeting of the National Ass'n of Feed Dealers at Chicago May 24-25 was well attended and several addresses were made of special interest to feed dealers.

Pres. B. H. Morris made an address, referring to the membership, which now numbers 121, advisability of increasing the arbitration fee, creation of a credit bureau, and legislative matters.

Sec'y Moore reported \$2,520 receipts and disbursement \$1,814.

C. F. Keck read an address on "Analysis of Feed" calling attention to the desirability of determining moisture.

Professor Alfred Fischer made an address on "Relationship of Moisture to Protein and Fat in Feedingstuffs."

Professor McDonnel of Maryland, and Professor Brown of New York spoke briefly.

W. M. Hopkins, manager of the Transportation Department of the Chicago Board of Trade, spoke on traffic matters and asked for the indorsement of certain amendments to the Interstate Commerce Act.

Professor F. D. Fuller, of the cattle food and grain standardization buro, Washington, explained the attitude of the federal government on the enforcement of pure feed laws and advocated a uniform law for all states.

On motion by C. F. Keck a committee was appointed to report on selling to dealers and not to consumers, a matter brot before the convention by J. A. Howell and S. C. Jones.

F. E. C. Hawks of Goshen, Ind., spoke on the Indiana feedingstuffs law which he favored, but desired a reduction in the tax to 10 cents a ton, which would pay all legitimate expenses of the analysis.

Similar sentiments on feed laws were expressed by S. C. Soencer of Cedar Rapids, Ia.

L. W. Dewey of Blanchester, O., advocated uniformity in feed laws, and suggested that canned goods and other foods should be taxed for inspection to lessen the burden on feed.

Amendments to the by-laws were adopted making the annual dues \$25, making the fees for arbitration \$15, \$20 and \$25 for sums involving less than \$500, less than \$1,000 and over \$1,000.

S. L. Frazer made an address on "Feed Values."

### Reparations Granted by Commission.

Reparation of overcharges on shipments of grain and seeds has been granted recently by the Interstate Commerce Commission to Howe Grain & Merc. Co., Albert Dickinson Co., M. King, American Milling Co., Wichita Mill & Elevator Co. and New Century Milling Co., the amounts awarded ranging from \$1.13 to \$668.97.

Reparation is asked by Texas Grain & Elevator Co., S. M. Isbell & Co. and Langenberg Bros. & Co.

The Grain Dealers Journal always has a place on my desk.—H. H. Vail, Canton, Minn.

We have enjoyed the perusal of the Journal.—G. B. Walker, mgr. Ludlow Eltr. Co., Ludlow, Ill.

I am a constant reader of the Grain Dealers Journal and am very well pleased with it.—Geo. Niemeyer, Little Rock, Ark.

We are always glad to see the Grain Dealers Journal, as we find much valuable information in it.—Simmons & Cook, Pemberton, O.

We find the Grain Dealers Journal of great value, even tho we are so far distant from the place of publication.—Davenport Grain Co., Davenport, Wash.



Kansas City Dealers at St. Louis, Receivers Day.

## Decision in Favor of Douglas & Co. on Milling in Transit.

In granting the petition of Douglas & Co. for the restoration of milling in transit rates at Cedar Rapids, Ia., Interstate Commerce Commissioner Clark found that,

Early in 1908 the Rock Island eliminated starch from the list of grain products which might be forwarded under the grain rates and transit privileges then existing to points north, west or south of Cedar Rapids, retaining milling-in-transit civil edges on starch at the grain rate to Memphis, Tenn. The transit privileges and rates eastbound to points on the Rock Island lines to and including Chicago were not withdrawn. No transit privileges to any points were withdrawn which affected the interests or business of any other millers, manufacturers, or maltsters of grain and grain products at Cedar Rapids.

This Commission has frequently held that where a plant has been established and money has been invested on the faith of certain transportation rates and conditions upon which the life of the plant depends the carrier may not increase those rates and charges to the serious disadvantage of such investment without good cause or reason. The reason assigned by the Rock Island for withdrawing these privileges in this instance is stated by it as follows:

"The transit privilege on starch at Cedar Rapids was withdrawn by this defendant because there was not the slightest reason for its continuance. In withdrawing the privilege the circumstances were carefully investigated in utmost good faith by defendants' officials and it was found that no undue prejudice would result from the change and that complainant's business would not suffer any material diminution."

It argues that "it follows that defendants' act in withdrawing the privilege was not unlawful and that the complainant's grievance is purely imaginary." Complainant insists that its grievance is not "purely imaginary," and shows that from August 1, 1907, to August 1, 1908, 21 per cent of its total business would have been affected by these changes and that the changes effect increased in its rates substantially as follows:

To St. Louis, 50 per cent; to St. Paul from Kansas City, 100 per cent; to St. Paul from local Iowa and Missouri stations, 33½ per cent; to Kansas City, 25 per cent to 40 per cent.

This defendant urges that no complaint is made that the rates are per se exorbitant, to which complainant answers that defendants have advanced no claim that the rates were unreasonably low or unremunerative prior to the advance. Defendant calls attention to the fact that at one time in the past an extra charge of 2 cents per 100 pounds was made for the privilege of milling grain in transit at Cedar Rapids, and that the granting of milling-in-transit privileges involves considerable expense to the carrier, which does not apply to shipments which move directly through the milling point. There may be

good reasons for an additional charge for a milling-in-transit privilege, but if such charge is made at a given point for the privilege of milling grain for a certain purpose, should it not apply to all milling of grain at that point?

This defendant argues that starch is a more valuable commodity than the ordinary products of grain, and should therefore take a higher rate than that applied to the raw material. Complainant shows that the value of starch is less than that of rolled oats, rolled wheat, malt flour, or graham flour, all of which have transit rates from Cedar Rapids; that the weight per cubic foot, as packed for shipment, is greater than of flour, malt, rolled oats, or steel-cut oats; that the value per cubic foot is less than that of the other grain products named; that the degree of risk attending the transportation is nominal. It appears that starch is conveniently and securely packed, well protected from damage, and is from every transportation standpoint a desirable traffic. The Rock Island argues that as starch is not in competition with other products of corn upon which transit is allowed at Cedar Rapids, the starch rates are not at all related to the rates on such other articles, and that no relation can properly be held to exist between different rates on various articles which may contain ingredients from the same raw material, produced in the same locality, if the products do not compete with each other.

It might be reasonable to withhold transit privilege from a product that is essentially different from the raw material and from the other products of the same raw material while are accorded transit rates, as, for example, a liquid product of grain; but it is clearly discriminatory to single out one or more of several milled products of grain and withhold from it or them transit privilege which is granted at that or some other competitive point to other milled products of grain of substantially similar character, value, and packing, and which are transported under substantially the same conditions, attended by substantially equal risks, where there is competition between the millers of the grain either in marketing their product or in securing their material for milling.

The Rock Island argues that the Commission is without power to direct a carrier to grant a transit privilege. There can, however, be no question as to the right and power of the Commission to order the removal of an unjust discrimination and to prescribe such reasonable rates and regulations as will effect such removal. The defendants may, on or before June 15, 1909, submit for approval a plan for removing the unjust discrimination against complainant, and if that is not done the Commission will consider entering such an order as will accomplish that object.—16 L. C. C. 232.

WAS the shortage in the last car of grain you shipped due to the leak in transit reported to our "Leaking Grain in Transit" department?

WHEN your grain shipments leak in transit, you will occasionally find report of it from a brother grain dealer in our department reporting leaks in transit.

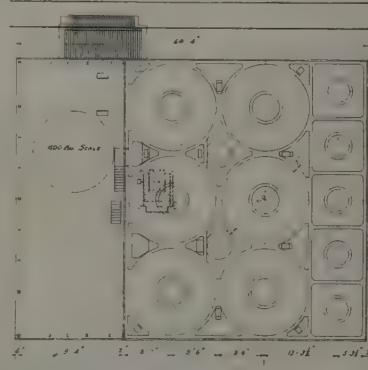
## New Reinforced Concrete Grain Elevator at New Albany, Ind.

A small grain handling plant of more than ordinary interest has just been completed on the north bank of the Ohio river at New Albany, Ind. Our half-tone engraving shows the exterior appearance and the interior arrangement is shown by the plans reproduced herewith.

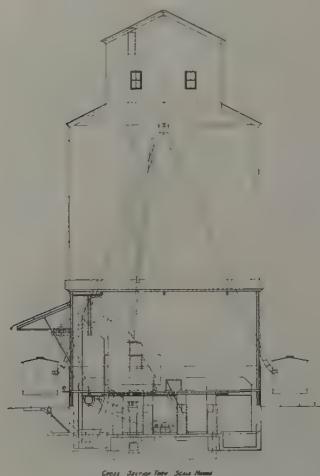
Messrs. McDonald & Co. do a transfer, sacking, cleaning and general grain business at New Albany, most of which crosses the river and is distributed south of the Mason and Dixon line. The house was specially designed by the contractors, Macdonald Engineering Co. of Chicago, to meet these requirements.

The Ohio River, at long intervals of time, claims the site selected for its bottom, without regard to the requirements of the grain trade. For its special accommodation, the bin bottoms are kept out of the way at an altitude of 12' above the track grade. The basement is also submerged to a point 8' below the track grade, giving the total a clear height from the under side of the bin slab to the top of the basement floor, 20'.

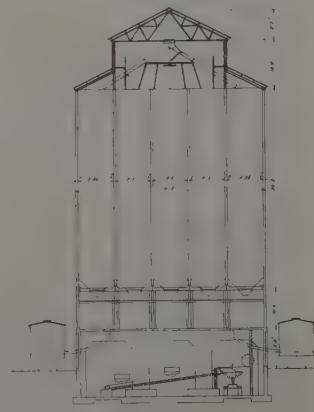
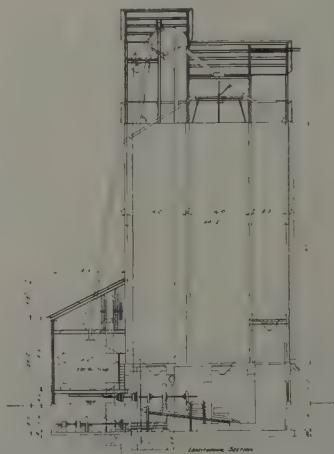
THE STORAGE is divided into 22 bins, ranging in capacity from 400 to 10,000 bush. each, with a total of 92,150 bush. The bins are both rectangular and



Bin Plan of McDonald & Co.'s Elevator at New Albany, Ind.



Longitudinal and Cross Sections thru Reinforced Concrete Elevator of Mc Donald & Co., at New Albany, Ind.



cylindrical and include the outside pockets and inside interspaces between the cylinders. The five rectangular bins across one end of the house are reserved for sacking only, the hopper bottoms of which are elevated 12' above the bottoms of the adjacent bins, thus forming a sacking room under the sacking bins the entire width of the house, the floor of which is 11' above the track grade. From the elevated sacking floor the grain is shot into cars on each side of the building by means of a scale chute which lands the sacks at an altitude of about 4' above the car floor. A suspended Richardson Automatic Scale traverses the sacking room from end to end and receives grain from each of the overhead bins. The arrangement of the sacking chutes and unloading sinks on the opposite end of the building permit the unloading in bulk and loading in sacks to proceed simultaneously.

The entire building up to the top of the bins is built of reenforced concrete and presents a remarkably smooth, well finished exterior. The cupola roof enclosures and machinery annex are built of structural steel and covered with galvanized iron.

All doors and windows are built to the Underwriters' Specifications for wire glass metal frame windows, and all interior floors are of reenforced concrete.

THE MACHINERY EQUIPMENT and arrangement consists of a receiving track hopper on one side of the building from which the grain is elevated by receiving leg into a 1500 bu. scale hopper

on the ground floor. The scale hopper discharges to a loftier leg passing up through the concrete bins to the spouting system in the cupola, from which it is distributed to the storage or to the loading spouts.

The elevator legs have a capacity of 10,000 bush. each and are made of steel, as well as all spouting and machinery supports. One Eureka Cleaning Machine of 1,000 bus. capacity is located in the basement, the dust discharge of which reaches a Day Dust Collector in the machinery annex.

The house is driven by electric motor located in the basement, in which is also located the belt conveyors, car puller, elevator boots and basement spouting for emptying the bins. Any bin in the house may reach either of the elevator legs. In making shipment in bulk grain reaches the receiving leg from the belt conveyors and after weighing in the scale is shot into the loading spouts by means of the loftier leg. One car loading spout fitted with Sandmeyer bifurcated automatic loader is provided for each track.

The compact arrangement of the machinery enables the house to be operated at the minimum of expense and labor. The scale beam is in the immediate vicinity of the unloading hopper. The distributing spouts are regulated from the scale floor, so that any bin or loading spout in the house may be reached without going upstairs. The entire control of the basement machinery is in view and in close touch with the operator on the weighing floor, as is also the control of

the car pullers for pulling cars on both tracks. The sacking business is done in a separate compartment and is entirely independent of the bulk grain handling.

Both the contractors and the owners consider that they have reached a high degree of efficiency in the arrangement and equipment of this plant, and every requirement has been met for the economical and efficient handling of the business.

From a fire hazard point of view, it is interesting to know that all insurance desired has been placed at \$25 both for the building and contents. The machinery was furnished by Webster Mfg. Co.

The next government report on the condition of crops will be issued June 8.

The first load of new wheat marketed in the United States this year was delivered at New Braunfels, Tex., June 2, by Henry Becker, a farmer, to the elevator of the Lands Roller Mills. It graded No. 2, tested 60 lbs. and sold at \$1.50 per bu.—*Kansas City Drovers Telegram*.

John W. Radford, former chief grain inspector of Kansas, has been arrested on the charge of embezzling \$418 from the State, and will have a hearing June 16. Radford has failed to account for the receipts of the Wichita office for February. Chief Clerk A. D. Crotts had been badly wanted since his disappearance May 1, but when Governor Stubbs offered \$200 reward recently, for information of his whereabouts, Crotts appeared and Radford's arrest followed.



McDonald & Co.'s New Concrete Elevator at New Albany, Ind.

## Annual Meeting of Texas Dealers

The Eleventh Annual Meeting of the Texas Grain Dealers Ass'n was called to order by Pres. J. A. Hughes, Thursday afternoon, June 3, at 2:20 o'clock in the B. P. O. E. Hall, Mineral Wells, Tex. There were 53 men and 3 ladies present at the first sound of the gavel.

Invocation was offered by the Rev. J. W. Downs and then the Mayor of the water city took a few moments to tell the visitors how glad he was to see them, and to assure them that if he had any keys he would turn them over. Mayor Stewart said, "You represent the middleman as purchasers of grain and you are invaluable to society for you render a peculiarly valuable service, making money for both the producer and consumer, and I hope for yourselves."

J. W. Moyer, of the Elks' Club, next spoke his words of welcome and H. B. Keel, who responded, assured the dealers that altho he was accustomed to speaking in public, it was from the words of such masters as Schiller and Shakespeare, and hence he would not have much on his own account to say. Then the fire works began in earnest, and lasted until nearly 6 o'clock.

The President read his annual address, as follows:

### President's Annual Address.

Ladies and Gentlemen and Members of The Texas Grain Dealers Ass'n: Life is too short for much retrospect. Most of you know the History of our Ass'n and we are all proud of its achievements.

The last has been a hard season for most of our members. Not much to handle. There are always some more fortunate than others, and we should and will rejoice with them in their successes. These dull times have demonstrated more clearly than ever the value and need of our Ass'n. The Traffic Managers of our great railroads, having less stuff to move, have had more time to go into details of their business and The Uniform Bill Lading has been already introduced.

By the Authority voted at our last annual meeting, your secretary "waited on" our last Legislature for the purpose of getting a bill passed to put the Telephone and Telegraph Companies under the control of the Railroad Commission.

It appears that our Legislators did not have enough time to go visiting, investigate one another and give this measure sufficient study to permit its passage. This matter should be urged to a law and your further early and energetic action is indicated.

I might suggest here that the minds of our lawmakers should be cured of the "Commercial Secretary" idea. We are Citizens and tax-payers and vitally interested. Don't think it is wrong to send our Secretary to represent our interests.

**The Pure Seed Law.** Our membership seems to be somewhat divided on this proposed law. We submit that a reasonable practical "Pure Seed Law" would be good for all concerned, but it should not touch the raiser as well as the dealer. If the dealer does not do the mixing, he should not be taxed nor punished because of the mixture.

The bill introduced in the House last session was a brilliant monstrosity, the product no doubt of some long-haired spectacled down Easter, who wanted a job for himself, and a few of his friends who were unemployed by reason of the falling off in the demand for wooden nutmegs.

We favor any law that will promote honest, fair dealing, but object to measures that have for their principal objects the employment of imported specialists and the exclusion of all but experts from the seed business. Let our dealers handle whatever they please. If we have a few more cane seed seasons like this, most of us will get sick enough without the bill referred to.

**Rail-Road Tariffs as laws:** You have no doubt, had losses during last year on account of misquotations or misconstructions of rates. The laws are being sustained in all the courts, which provide that

Tariff rates under certain condition must apply.

No railroad official, high or low, is liable for any loss sustained by you on account of his misquotation of rates, on which you makes sales, and you cannot bind his company. Very few General Freight Agents will answer intelligibly an inquiry regarding rates.

They agree that the tariffs are too voluminous and hard to understand. They confess their inability to interpret them correctly and disagree often as to meaning. Yet we are expected to understand them. A responsible person. We would suggest that your Executive Committee be instructed to do all in its power toward getting this trouble corrected. Let us have a committee appointed to assist our secretary, if necessary, to get laws enacted whereby the railways will, like others doing business, be responsible for their quotations.

A few days ago a North Texas firm wrote a General Freight Office in Ft. Worth for information about Transit business. The answer referred them to a tariff with supplements in effect, some of which they did not have. A second request for more specific information was answered by the suggestion that it send a representative to Ft. Worth where he could be shown.

There are, however, some grand men in the Rail-road business. Notably among these are: H. C. Reese of the H. & T. C. at Houston and J. N. Griswold of the G. C. & S. F. at Dallas. Honest and honorable, every inch of them. Many others no doubt, but I happen to know these two.

Some of the General Freight Offices are somewhat famous for losing your claim papers. Calling for duplicates and then losing them, pleading limitation after holding you out and off perhaps ten years while they investigate. We submit that a law should be enacted providing that 10% of amounts awarded shall be allowed plaintiffs on all claims against railroads as Attorney fees, and that in all cases judgments shall be rendered in favor of plaintiffs where the defendant carriers have lost or refuse to surrender to plaintiffs all papers rightly belonging to them.

**Membership:** Opinions differ widely on this important matter. Some argue the "Open Door" and others favor even greater restrictions. We think it a great mistake to bar from membership good concerns with ample capital, but without facilities, as required in Sec. 1, Art. 6, of our Constitution and admit less reliable firms with less capital, but with what may be termed "Adequate facilities." We think this article should be changed in this and possibly other respects, and recommend that it be given careful consideration. We need all the good members we can get. Some of us, gentlemen, were "Small Dealers" once upon a time, and might be again, especially if we continue to handle cane seed.

**Trade Rule No. 7** resembles a railroad grain tariff—meaning very uncertain. We suggest that it be revised and made so plain that a grain dealer need not err therein.

**Arbitration** continues to grow in favor with our members and most of the outsiders with whom we do business. The Tri-State Board has proven very satisfactory and should be continued. We think, however, Section 15 of Art. 9 works a hardship on our members and should be changed. This section now provides that our Sec'y shall retain one-half of the fees deposited where parties fail or refuse to arbitrate. We think our members should not have to pay for the privilege of bringing such matters to the attention of the Sec'y and our members through him. We think all fees thus collected should be returned to claimants. The only way we can advertise parties who refuse to arbitrate is through our Sec'y and \$2.50 is too much to pay for giving information, where the membership would be benefited thereby.

**Anti-Trust Suit:** It was thought at our last annual meeting that it was so well known that our Ass'n was not included in any of the suits brought by the attorney general that further reference to this matter would not be necessary. It appeared in the "Press" again that we were involved. We very much regret that it was necessary to have the report corrected, and trust there will be no further trouble in connection with that matter. Rest assured that our record is clear and there are no indictments against us.

We see a number of our oldest members

here today. Some are absent who are living, but not now engaged in the grain business. Some have left our ranks for other reasons.

We miss one today who has been with us in every meeting but this, since our organization. He was our first and several times President and has always been prominent in our councils. It seems that he was closer to all of us than any member of our Ass'n. We all called him "Uncle Jim" and that means volumes. You all know to whom I refer—our beloved Brother

P. Harrison of Sherman. I know you will appoint a committee to draft suitable resolutions regarding his death.

Gentlemen: I thank you for your attention, and for the honors you have conferred upon me. There has been no friction between any of the officers of your Ass'n during my term of office. You have done great things but there is much yet to do. Stick to your Ass'n. We need each other.

The address was well received and many hearty laughs were evoked by the wit of the paper.

**Sec'y-Treas.** Dorsey presented his annual report as follows:

### Annual Report of Sec'y Dorsey.

**Gentlemen:**

Herewith I submit my annual report as Secretary-Treasurer of your Ass'n, for the fiscal year ending May 31st, 1909:

At the close of the last fiscal year we had a membership of ..... 123

Admitted new members during the year ..... 14

Reinstated ..... 1

..... 133

Resigned during the year ..... 24

Suspended for non-payment of dues 3 27

Leaving a net membership of ..... 111

A loss during the year of ..... 12

When you consider the existing conditions I believe you will agree with me that this is not a bad showing by any means, as it seems to have been rather strenuous and unprofitable year to some of our members. Conditions have been peculiar in that we had very little surplus grain to ship out of the country, the farmers having raised just about enough to supply home demand. You will pardon me for again calling your attention to the fact that the change in our constitutional requirement for membership some two or three years ago, tending to restrict the eligibility for membership, and the short grain crops have gradually reduced our membership, thereby our revenues, and it might be well for you to consider the advisability and provide a means for increasing the revenues of the Ass'n.

At the last annual meeting we had:

Cash on hand ..... \$ 777.82

Received from membership fees ..... 375.00

Received from dues ..... 2,271.50

From ads in membership list ..... 75.00

From deposit fees and awards ..... 587.83

Exchange ..... 1.30

Total ..... \$4,088.45

### DISBURSEMENTS.

Refunded on Membership Fees ..... \$ 25.00

Expenses of Arbitration ..... 81.50

Postage ..... 208.12

Stationery and Printing ..... 100.49

One dollar for office ..... 1.50

Rounds, deposit fees and awards ..... 421.58

Exchange ..... 10

Telephone rent and tolls ..... 112.05

Expenses of officers and commit-  
teemen ..... 25.00

Office Rent ..... 217.30

Office Assistant ..... 228.00

Newspaper for office ..... 175.10

Premium on Sec'y-Treasurer's Bond ..... 5.00

Repairs on office desk ..... 2.00

Repairs on typewriter ..... 13.05

Repairs on mimeograph ..... 1.10

President's office and sundry ex-  
penses ..... 25.00

Retainer for attorney last year ..... 25.00

Expenses funeral of ex-President ..... 22.10

J. P. Harrison ..... 9.93

Express charges ..... 5.90

Secretary's salary ..... 1,800.00

Sundry office expenses ..... 12.55

Total ..... \$3,996.28

Balance on hand ..... 92.17

The expenses have necessarily been heavy the past year on account of the Legislature being in session, requiring the officers and committees to make numerous visits to Austin and the constant attendance of the committees upon the Legislature attempting to carry out the instructions given by the association at the last Legislature, to use our best efforts

in securing the passage of a law placing the telephone and telegraph companies under the control of the Railroad Commission. Owing to the numerous and sundry investigations and the hurry of the Legislature to adjourn the regular session, we were unable to get the bill to a final passage, and were unable afterwards to get the Governor to include it in his recommendations for the special session. As the Legislature seemed slow to pass on matters he submitted from time to time, he was not inclined to add the consideration of this bill to his list.

For your information the large telephone system secured the co-operation of the smaller and independent telephone line owners in presenting to the Legislature the bill that the passage of such a bill would destroy their business and property, and if you secure the passage of such a bill at the next Legislature, you must keep up your agitation and campaign of education.

Another cause for the heavy expenses was the desire and attempt of the executive committee to secure some amendments to the Uniform Bill of Lading, removing the very objectionable and serious clauses in this document affecting the interest of the grain man. This necessitated a number of trips of your secretary for the purpose of holding a conference with the secretaries of other associations and attending the hearings of the Oklahoma Commission on this subject, and conference with the railroad officials in St. Louis, which of course, cost money. We believe and hope that we have the matter in a fair shape for consideration on the part of the railroad officials, as we have succeeded in convincing some of them, at least of the injustice of the obnoxious conditions of the Uniform Bill of Lading.

Another source of expense of something like \$100.00 or more was incurred in collecting what is known as the 125% ear corn rate, or rather refunds on these over-charges, and will be refunded to the association by the interested parties when the matter is finally closed up.

J. C. Robb was invited to say a few words in behalf of the Kansas dealers. He concluded his brief remarks by inviting the Texas dealers to attend the big meeting in Wichita, Kan., June 15-16.

Mr. Robb said that he expected the wheat crop to be larger in Kan. this year, than it was last.

C. L. Moss presented a formal report of the Arbitration Committee and L. G. Belew reported for the Tri-State Appeals Committee, both as follows:

## Arbitration Board Report

Your Arbitration Committee begs to submit the following annual report:

Number of cases filed during the year, 40, involving a total sum of \$3,186.61; of this number, 8 cases amounting to \$323.82, were paid in full after the claimants had filed papers with the Secretary, and 8 cases, involving \$278.18 were compromised by the parties interested.

Number of cases passed on by the Committee, 14, leaving six cases on the docket.

Only two parties during the year have failed or refused to submit to Arbitration, involving \$928.73. In one of these cases the claim was \$527.26, and in the other were three claims, amounting to \$401.47.

Your Committee learns from the Secretary that during the last 6 or 8 years there has been an average of from 80 to 100 cases filed each year, involving from eight to ten thousand dollars, and that during the year just passed we have the smallest number of cases filed and the fewest number refusing to arbitrate, and the greatest number settling or compromising claims after they have been filed, of any record for many years. In our opinion it reflects the very best of conditions and would indicate that not only our members, but the grain dealers generally, through the campaign of education by the publication of the decisions of the Committee, are becoming more familiar with the established rules of the trade and this has minimized to a very great extent the possibility of unadjustable differences. Take for instance the number of cases settled in full or compromised as above reported. This indicates a desire on the part of the litigants to adjust their own matters and shows a more liberal spirit on the part of those interested.

It has been the aim of the Committee to settle in the most equitable way many of the questions pertaining to the transaction of the grain business, that have long been the subject of disputes, and the decisions on these questions having been given publicity by our Secretary, we are

of the opinion that harmony and pleasant business relationship has been promoted thereby.

During the year in six cases where verdicts were rendered, appeals from the decision of the Arbitration Committee have been taken to the Executive Committee, but only four of them have been decided by the Executive Committee, two yet pending, and in the four passed upon by the Executive Committee, three of them were affirmed and one of them revised, showing, which I trust, it is not unbecoming for your Committee to point to with some pride.

In passing, your Committee desires to commend and heartily endorse the provision for right of appeal from its decisions to the Executive Committee. While the Arbitration Committee has gone carefully into all evidence in each case and each member used his best judgment and effort to settle all questions equitably, it is a wise provision in your rules that permits an appeal, as it relieves the Arbitration Committee of some measure of its responsibility, and does, or should, give better satisfaction to parties who are in controversy.

C. L. Moss,  
E. R. Kolp,  
E. W. Rollow,  
Committee.

## Tri-State Appeals Comite Report.

The Tri-State Arbitration Board, composed of J. H. Shaw, President; Harry Work of Elsworth, Kans., and your humble servant, met at Oklahoma City, Okla., the 18th and 19th of May. At this meeting we had five cases on the docket. Four of which were appealed from the Oklahoma Arbitration Board, and one was presented to this Board by consent of all parties interested. We reversed one case, and the remainder were affirmed.

Our deliberations are entirely harmonious, and in no particular, was there a disagreement of opinion. We held only this one meeting during the past year, as we decided that it was better to wait until we should have enough to pay the expenses of the meeting, believing that better results can be secured by meeting and discussing all the features of the cases, than through correspondence.

I have acted as the Secretary of the Board and have received:  
From all sources.....\$135.05  
And paid out.....74.95

\$ 60.10

There yet remains some bills to be paid from this balance but we will have a balance left after all has been paid.

I voice all the member of our Board when I say that nearly all the trouble seems to arise on account of a poor understanding of the terms of the contract, and this so often comes about through phone conversations, and to which both parties persistently state the very opposite are the facts, all of which is very lamentable, and which can tend only to confuse the Arbitrators, and to bring about bad feelings between men where it should not exist, and to leave a general impression that some one has falsified knowingly; therefore we believe that in no case should a telephone conversation be allowed to come before an Arbitration committee.

L. G. Belew,  
Sec. Tri-State Board.

Sec'y J. F. Courcier of the National Ass'n was to have addressed the dealers on the subject, "What Has Organization Done, What Is It Doing, and What Can It Do, with Proper Co-operation, for the Grain Trade of the Country?"

Sec'y Dorsey said briefly, "I will briefly recall what organization has done for the Texas Ass'n. Where grain rates between common points were formerly 20c they have been reduced to 15c and 12½c. This has stimulated grain production here. Such things as over billing and other irregularities practiced by dealers have been greatly reduced and both the producer and consumer have benefited. The embargo on oats during the boll weevil scare in Ga. was repealed, and many other things done to help you. I could stand here for an hour and tell you about it."

Pres. Hughes: Bro. Keel, stir up a little enthusiasm.

And Bro. Keel started it by speaking on the subject nearest his heart. He said,

"I believe we ought to get together on this R. R. claim matter. When the traffic managers of the R. R.'s got together recently and declared they wouldn't pay any claims, I tell you it was a disgrace to the R. R.'s and this state. I have had a claim with the M. K. & T. for \$600 for 6 months, and that road hasn't paid me a cent. I have over \$2,000 in claims on three R. R.'s and can't collect a cent. What are we going to do about it?"

B. E. Clement: I'll tell you what I do about it. I filed 25 or 30 suits against the R. R.'s and collected every one of them. Now the agent at our station pays my claims. I'd like to take Mr. Keel's claims at 50¢ on the dollar.

J. Van Steenwyk: I have had good success in collecting claims. We won't touch a car of grain which comes to our station that is leaking until the agent sees it. We have never filed a suit and we settle with the local agent. Go after them and you'll get them.

Pres. Hughes: We would like to hear from a railroad man.

G. T. Atkins, Jr., M. K. & T.: The trouble is, we don't know each other well enough. There are always two sides to a question and these matters could be settled easier if you would come occasionally to our office and see us. We can get together and settle these claims harmoniously. I do know, tho I am not a part of our claim department, that we had over 13,000 claims to settle at this time a year ago, and now we have less than 2,000 claims filed.

J. Z. Keel: They must be all mine.

Pres. Hughes: If there is anything to be gained from visiting the R. R.'s, I, for one, will give them big gobbs of it.

J. E. Love, Chairman of the Corporation Commission of Oklahoma, was introduced and spoke as follows:



H. B. Dorsey, Ft. Worth, Tex., President  
Texas Grain Dealers Ass'n.

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## Rate Reduction.

My subject today is "What can be done to secure to the people of Oklahoma and Texas the same rates on inter-state shipments of grain as would prevail should the combination of locals apply?" This is a subject on which little can be said but much can be done. You gentlemen are familiar with the efforts put forward by your Commission to secure a basis for using Commission rates on shipments originating in other states. Our Commission is barely eighteen months old but this was one of the subjects that called for our attention from the moment of organization and which has never been lost sight of.

There appears to be but two ways to secure combination of locals as the through rate, or, to secure a through rate that will not exceed the combination of locals. The Interstate Commerce Commission has jurisdiction and control of all interstate shipments, and one method is to go before that Commission and ask that through rates be established that will not exceed the combination of locals.

The second horn of the dilemma is the State Line Depot. I am glad to be able to advise you today that the end of this question seems near at hand. Some years ago your Commission, after due hearing, ordered the Chicago, Rock Island and Pacific Railway to build a State Line Depot at the Oklahoma-Texas State line near the town of Texhoma. This case was appealed to the Supreme Court of this State and I presume all of you are familiar with the details of that case and know that the final decision was in favor of the depot.

In our State there is now within about five hundred feet of the State line a depot and the order of your Commission calling for a State Line Depot served the question of State line depots at that point. The railroads have recognized the principle of State Line Depots and in order to avoid the necessity of building the second depot at Texhoma, Mr. W. S. Tinsman, Manager of the Rock Island Railway, on last Tuesday called me up over the long distance telephone making the proposition that instead of building the second depot, that the Oklahoma and Texas Commissions allow the Rock Island railway to consider the present depot at Texhoma as a State Line Depot and he agreed to bill shipments from that depot into Oklahoma on our Commission's rates and from that depot into Texas on the Texas Commission's rates. This is the result we have strived for and it means the application of combination of locals on shipments between Oklahoma and Texas moving via that gateway. It means that we at home can control our own rates and not be entirely dependent upon gentlemen, who, no matter how honest their intentions may be, cannot as thoroly understand the conditions as can the two Commissions in Texas and Oklahoma. As soon as arrangements are completed shipments billed through this gateway will take combination of locals as the through rate. It may be necessary to establish an agent at that point to attend the reconsignment of freight but this will only be a matter of form as the desired result. "COMBINATION OF THE TWO COMMISSIONS LOCALS WILL APPLY AS THE THROUGH RATE."

The State Line Depot at Texhoma will, of course, only affect those shipments moving from that part of the Rock Island in the northwestern part of Oklahoma and the next step that is necessary will be to secure state line depots between Higgins, Texas and Goodwin, Oklahoma, and another at Texoma, Okla., which will take care of the western part of Oklahoma and Texas. Depot has already been ordered built at State Line between Goodwin and Higgins and case is pending in our Supreme Court.

Now comes the question of shipments from the central and northern part of Texas and the southern part of Oklahoma. From investigations so far made, I am of the opinion that State Line depots will not accomplish this purpose for there we have a river to cross and a shipment would become interstate between the Texas line and the Oklahoma line and if the railroads saw fit they could apply an arbitrary charge for crossing that river that would cause the combination of locals to exceed any through rate that might be published. Here we must depend upon the Interstate

Commerce Commission or we must select one of the gate-ways and arrange for the construction of a railroad across the river at that point for the handling of this freight between the two states.

In my judgment the best way to proceed on this proposition is for the grain dealers and millers of Oklahoma and Texas to file a petition with the Interstate Commerce Commission asking that through rates be established between Oklahoma and Texas that will not exceed the combination of Texas and Oklahoma Commissions rates. I feel sure that the Texas Commission will intervene in this case and you may rest assured that the Oklahoma Commission will lose no time in filing an intervention petition and all the assistance that can be given will be forthcoming. With the strength of the Texas and Oklahoma grain dealers and millers and of the two Commissions, I do not see how we can fail to succeed.

I do not care to burden you with figures but for the benefit of those who have not thoroly studied this question I wish to give you a few figures to show the result of combination of locals as compared to the through rate.

I understand that wheat across the line from Oklahoma is worth from six to ten cents per bushel more than it is in Oklahoma and I understand that the same condition exists on the northern border of Oklahoma, wheat being cheaper in Kansas than it is in Oklahoma and this can be accounted for in no way except the unjust freight rates that are in effect today.

The railroads contend that it costs more to carry state than Interstate freight and on this account the higher rate on state freight was justifiable. Opposition therefore to state line depots or any regulation whereby the Interstate rate could be limited to the sum of the local state rates would seem to be at variance with this contention, and this is in line with a great many things which have been put forward by the carriers wherein arbitrary opinions and rulings in the direction of self-interest have taken the place of common sense and justice. The cost of carriage should be measured by the service performed, whether within the State or not.

Mr. Love was given a rising vote of thanks at the conclusion of his paper.

The next matter before the convention was a debate on the subject, "Should the Minimum Weight on Car Load Shipments of Grain and Grain Products in Tex. Be Raised?"

This subject was the generator of some very lively argument. Those championing the affirmative side of the question believed it due to the railroads as a matter of justice, that the minimum be raised. Those opposed said that since there had been no demand made by the railroads it was better to let well enough alone.

J. Z. Keel: I can order an 80,000-lb. car and only put 24,000 lbs. in it and I don't think that is justice to the railroads.

A. B. Crouch: I think 40,000 lbs. on wheat, 32,000 lbs. on oats and 30,000 lbs. on products should be the minimum. The minimum is now 24,000 lbs.

G. J. Gibbs: I think if you have the minimum changed you will injure a lot of small dealers. We need the small dealers here.

L. G. Belew: I oppose raising the minimum. It is often difficult for dealers at small stations to take more than 24,000 lbs. at high prices now prevailing.

J. T. Stark: I oppose it for two reasons: First, 99% of the grain now shipped goes in 30,000-lb. cars or more, and 75% goes out in 50,000-lb. cars. Second, small dealers can't afford to buy large cars on account of high prices.

J. Van Steenwyk: I consider Mr. Stark's argument in favor of the affirmative. Let's weed out the small fellows.

### WHEAT.

From.	To.	Miles.	Thru Rate.	Combi. Locals.	Reduction.
Goodwin.	Higgins	4.7	13.5	8.6	4.9
"	Minni	53.2	16.0	12.6	3.4
"	Ft. Worth	26	24.6	14.6	10.4
Guthrie	Fairfaxville	17.1	25.5	14.9	10.6
"	Ft. Worth	235.8	28.5	21.4	7.1
Waurika	Ringold	24.4	15	9.8	9.2
"	Bridgeport	69.8	18	13.8	4.2
"	Ft. Worth	108.6	18	16.8	1.2

The grain business would be better off. Not very long ago we were tied up with a car shortage. Many cars were held with only a small amount of grain in them. We want to get rid of those who handle only in small lots.

J. A. Stephenson: I move that the Ass'n go on record as opposing raising the minimum weight as stated in subject of discussion.

B. E. Clement: I move that we substitute for Mr. Stephenson's motion a motion that we go on record as favoring a raise in the minimum weight.

After more discussion, a vote on the substitute motion was taken and 6 voted in favor of raising the minimum and 8 against it.

L. G. Belew: I now move that we go on record as stated in the original motion, favoring no raise on minimum weight on car load shipments of grain and products in Tex.

A standing vote was taken on Mr. Belew's motion, and 16 voted in favor and 6 against it. Original motion carried.

"How About Kansas City Weights and Grades?" was discussed by W. H. Griffin in the following words:

### Kansas City Weights and Grades.

The subject which has been allotted to me is "Kansas City Weights & Grades, are they Correct and Fair?" This subject requires more knowledge than I have in my possession to discuss intelligently, but it is my purpose to bring out some points which I think worthy of mention.

First, is it right for the Texas dealer to be forced to accept Kansas City weights and grades as final, I will answer No!

Why? Because, there are errors sometimes made.

Can the errors be located after a car passes the weigher and inspector? I will answer No!

Why? Because there is nothing to go by except the book records where the original error is made, and only a copy of the original certificate can be had. There are various ways in which errors can be made, and we are all more or less subject to them, such as calling the wrong number, putting down the wrong figure, or leaving off the amount of some weight.

Can the weigher at Kansas City get the correct weight of a car of grain that has been loaded at some interior point without unloading the car? I will again say, No! I judge they arrive at the net weight of the contents by weighing the car loaded and deducting the stencil weights marked on the car, perhaps six months before.

Is this stencil weight of the empty car correct? I will again say, No! The weight of the car will vary in damp or dry weather. We will take for granted that the stencil weight is correct. Is there any allowance for the cooperage of the car? My opinion is there is not, and in such cases they only have a pretty good way of guessing at the net weight.

I have received cars that varied both ways, in one case I received a car that fell short 6,495 lbs. Some will ask: Were you correct? In explanation I will say, the wheat was unloaded into a bin that had only a small amount of wheat in it. Noticing the discrepancy I reweighed the wheat and only 2,727 lbs. was gained including what was in the bin at the beginning. This car was received in fine class condition and showed no signs of leaks anywhere, which satisfied me that the wheat was never put into the car. I promptly took the matter up with the shipper and the weighing department at Kansas City and received the information that their weights were correct. Then I filed a claim with the railroad Co. for the discrepancy and have collected the money, altho the R. R. Co. paid for the shortage I am still of the opinion that the wheat never went into the car.

A short time ago I received a car that weighed out 1,110 lbs. over. Now what are we going to do with this? The weigher at Kansas City says he is always correct. I made A/C sales and tendered it to the Railroad Co. and it refused to accept it. I feel if they have to pay for the shortage they are entitled to the overplus. The cars receive from Kansas City usually fall short from 700 lbs. to 1,000 lbs., while Ft. Worth weights will not average 300 lbs. to the car.

Just a word about inspection: Is all the cars that pass the inspector's office in-

spected? I fear not. It has been my duty for the last eighteen months to look after these matters, and I find the same variation in grades as there is in weights. I have received wheat under certificates calling for 60 lbs. wheat and only test 58 lbs., and again I have received it calling for 55 lbs., that weighed as high as 60½ lbs. I don't want to say that I am always correct, but where I find a difference I try to find out where it is.

How does No. 2 Red Wheat mixed with a good per cent of hard wheat pass the inspector? My opinion is that it is not examined closely. It is not my purpose to call the weighing and inspection department dishonest, but sometimes taking for granted cost the other fellow quite a sum.

In my opinion if the Texas dealers should be forced to accept Kansas City weights and grades they should know that they are absolutely correct. Do we have to accept them? Yes! Why? Because, we say by our contracts we will.

This paper was followed by some very earnest discussion.

J. T. Stark: I wish to offer this resolution: Resolved, That it is the sense of the Texas Grain Dealers Ass'n, that Kansas City weights and grades are not fair, just or honest; especially does this apply to Kansas City grades, or more especially to Kansas City grades or 2 Red Wheat, and further, that this Ass'n tender its services to the Govt. officials to suppress this evil.

L. G. Belew: I move we eliminate the last clause about tendering our services to the Govt. Motion carried.

The resolution was then adopted.

J. D. Lindsay: Gentlemen, if you keep up this talk about Kansas City, I'll be ashamed to say I'm from there.

Two-minute talks on any subject were then the order, and several dealers were conscripted. Those who failed to respond were fined.

D. W. King: I believe in the benefits of personal touch, broadening acquaintances and getting together. We can learn then who are good people and do business with them.

W. L. Keel: I am opposed to receivers sending out postal card bids. Think they should be sent out sealed, so country postmasters and others can not read them.

A. B. Crouch: I am in favor of getting more people into this Ass'n. Think we ought to have all the grain men, whether they operate elevators or not.

H. B. Dorsey: I recommend that a committee of 3 be appointed to consider recommendations in President's address. Motion was carried and L. G. Belew, G. J. Gibbs and B. E. Clement were appointed.

Committee on Resolutions was appointed as follows: J. Z. Keel, W. H. Wingo, and W. L. Pitts.

Meeting adjourned to the Beach where the dealers had a cold swim after the warm meeting.

#### Friday Morning Session.

The Friday morning session of the Texas Grain Dealers' Ass'n was called to order at 9:30 by 1st Vice-Pres. Stark. G. F. Chapman was asked to make a two-minute talk, but he declined, saying he had been drinking "Crazy Well" water.

Sec'y Dorsey: Tell us how we can get along better with the millers, Mr. Chapman.

G. F. Chapman: Pick out a good man and give him your business.

J. Van Steenwyk talked extemporaneously on the subject, "Does There Exist the Necessity for the Passage of a Pure Seed Law, and Can Such a Law Be Made Practical?"

He said, "It may not be necessary, but it's imminent. Ia., Va., Tenn., and other states have such laws, and Texas is never far behind in matters of legislation. I

think we can dismiss right away the first part of this question by saying that there does exist a necessity for such a law. Dishonest practices should be stopped without passing a law which would injure the dealer, and that is where the danger lies. Just as certain as we elect another legislature, we are going to have a pure seed law. I think that a legislative committee should be appointed by this Ass'n to consider this question, frame up a law, and present it to the proper legislators. We want a bill which will not be so drastic that the seed business of this state will fall into the hands of 1 or 2 big firms. The importance of the seed business is illustrated by this fact. A farmer recently hauled a load of alfalfa to town, which brot him \$2,600, a big price for one load of seed. The law must be made practical.

The real animated discussions began after Sec'y Dorsey had read for H. Waldo a paper on the following subject, "What Should Be a Reasonable Time after Unloading a Car for Making Return and Filing Claims?" The paper follows:

#### A Reasonable Time for Making Returns and Filing Claims.

"All claims for loss or damage must be reported within five days after receipt of goods." Such is the notice mentioned on the invoices that go out from the wholesale grocery, hardware and dry goods houses of the country. It is surprising that the same regulation has not been adopted by our grain dealers long ago, for we are all aware that returns for overage are few while claims for shortage are many. The invoice always goes out promptly with the shipment, but how different when it comes to reporting destination weights, unless there be a serious discrepancy.

The receiver has his weights as quickly as the car is unloaded, but if there is a necessity for making a refund or a claim, the business of doing it is very frequently deferred for a more convenient season, and often a month or two goes by without a re-

port to the shipper, by which time the matter has grown old and cold, and the chance of the "middle man" for recourse on the original seller at some country station is very uncertain. If the country dealer has not moved away he is very much astounded with the idea of a demand for a refund at such a late day and usually refuses to "dig up."

Thus through a dilatory practice of many otherwise well regulated grain firms the "middle man" is left to suffer the loss of his money if he protects his credit, when if the trouble at destination were only reported to him immediately after unloading, while the question is fresh all around, the shortage could be adjusted satisfactorily clear back to the original shipper.

A few days ago the writer paid one of these dealers a demand to a prominent grain firm of Texas and in discussing the matter the claimant wrote, "It sometimes does not suit us to file claims immediately upon receipt of the shipment, as we generally do this work when we have nothing else to do."

In conclusion I would suggest, that to make the list of our trade rules complete, that all receivers of grain be required to make their claims or returns within five days from the time of unloading cars.

E. R. Kolp: I don't agree with the paper because the law says 2 years may be allowed, and if the Texas Ass'n should say 5 days there would be some difference in time. I think there should not be any limit. There is no occasion for making a limit unless receivers refuse to make returns.

C. F. Gribble: I buy lots of grain and I am in favor of changing our trade rules on this subject to read 5 days instead of reasonable time.

J. F. Edwards: I suggest that the receivers should at least send out postals stating the amount of grain car contains, conditions, etc., soon as it is unloaded.

Pres. Hughes: I think the stated limit should not be less than 60 days.

J. Z. Keel: I move that Rule 39 be amended as follows: Returns on all shipments of grain and products must



G. J. Gibbs, Sec'y-Treas., Texas Grain Dealers Ass'n.

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be made within 10 days after car is unloaded, and claims, if any, to follow as soon thereafter as practical.

B. E. Clement: My judgment is that you can not make any hard and fast rule, because only a few receivers are members of this Ass'n.

E. R. Kolp: I tell you the law says two years and somebody is going to get hurt.

B. E. Clement: I move that the motion be tabled. A rising vote was taken. 17 were for tabling and 7 against tabling resolution.

J. Z. Keel then offered this substitute amendment for Rule 39: That reports on weights and grades of grain and the condition of the car must be made by the Receivers within 5 days after the car is unloaded, and 2 days allowed to each party to make reports to their shippers and returns to follow as soon thereafter as possible.

After more vehement discussion the substitute motion was voted on by a rising vote, 13 for and 13 against the amendment. 1st V. P. Stark cast the deciding vote against the amendment.

Two-minute talks were indulged in.

W. L. Pitts: We need more members and I am in favor of cutting out that part of the constitution which prohibits any except elevator owners from joining.

V. F. Wieser: I believe the miller and the grain men ought to be better acquainted. It was the will of the State's Atty. that we have no millers ass'n and when he said 'get out,' we got.

Sec'y Dorsey: How did you get out?

V. F. Wieser: We owned up to something we never did and paid something we didn't owe. We weren't as shrewd as you fellows. I think that grain dealers should see that mixing is reduced. The grain dealer should teach the farmer to take more care of his grain. It would help all 'round.

The comitee favorably reported on the recommendations offered in the President's address and then the subject of Trade Rules was discussed for over an hour. Finally the subject was referred to the Executive Comitee. Their action is reported in the Convention Notes of this meeting.

The Resolution Comitee reported as follows:

## RESOLUTION OF RESPECT.

Resolved, that whereas in the death of Ex-Pres. J. P. Harrison, the Texas Grain Dealers Ass'n has lost its first president, and one known as the father of the Ass'n, and

Whereas, we miss his genial presence, cordial handshake, and wise counsel in our meetings, therefore be it

Resolved, that a page in our minute book be set apart to the memory of our honored Ex-Pres. and that our Pres'nt be directed to procure a suitable portrait of the late Pres. Harrison, and that said portrait be kept, framed, in office of the Ass'n.

Resolved, further, that a certified copy of these resolutions be mailed Mrs. J. P. Harrison, and also furnished the press for publication.

J. Z. Keel  
W. H. Wingo.  
W. L. Pitts.

Resolutions thanking the citizens of Mineral Wells for their hospitality, the Mayor, the Elks and the press for assistance in making the meeting a success were voted upon favorably.

The following officers were elected:

H. B. Dorsey, Fort Worth, president; J. T. Stark, Plano, 1st V. P.; B. E. Clement, Waco, 2d V. P.; G. J. Gibbs, Vernon, Sec'y Treas.

C. F. Gribble and C. L. Moss were re-elected as members of the Executive Comitee and J. A. Hughes, the retiring

president, was also made a member of the comitee.

The election of officers closed a very interesting session and the Eleventh Annual Convention adjourned sine die.

## Convention Notes.

"We will now go to the Peevilion"—Sec'y Dorsey.

The bag men present were Max Ortlieb and M. W. Gary.

Kansas was represented by J. C. Robb and G. C. Oldham from Wichita.

Among other distinguished people present was Mr. Turnipseed from Grapevine.

E. R. Kolp distributed crackers which snapped when backed by sufficient wind and muscle.

John Hart pinned a golden hued deer stick pin on those who would submit to the operation.

Among those who had their wives at this Convention were Sec'y Dorsey, J. F. Edwards and J. Z. Keel.

Among the most conspicuous present was "Foxy Grandpa," known in society circles as Mr. L. G. Belew.

Kansas City was represented by C. V. Fisher, Allen Logan of Logan Bros. Grain Co., and W. O. Brackett.

Dealers carried away with them some faint recollections about Galveston weights and grades being questioned.

C. L. Moss ordered chicken pinions for dinner, but found that the bird's broken wing had flown away. He got the dumping all right.

Everybody was on the water wagon in Mineral Wells, but only one or two succeeded in crawling on the water barrels in the swimming pool at The Beach.

Whenever any one mentioned "Cane Seed" there was always a good laugh. It seems that a lot of Texas grain dealers "got stuck" on the product recently.

Among railroad men who bearded the Southern orators in convention assembled were G. T. Atkins, Jr., W. T. Rembert and L. W. Sanderson, all from Dallas.

Fort Worth, the great grain center of Texas, was represented by Sec'y H. B. Dorsey & Son; T. G. Moore; J. A. Stephenson; S. H. Ransom; E. R. Kolp; I. A. Nabry and Ira Updike.

The dealers were very emphatic in their denunciation of the railroads for not paying claims promptly. It was the consensus of opinion that the best way to deal with the roads was to file suit.

Oklahoma was represented by J. E. Wright, El Reno; W. L. Keel, Lindsay; C. C. Epps, Hastings; G. M. Mell and B. C. Headrick, from Tuttle; W. A. Hays, Blackwell and C. J. Wolaver, Muskogee.

The badges, which looked innocent enough, proved to be worth more than the mere ribbon upon which they were printed, for any one wearing a badge was admitted to everything in Mineral Wells.

At a meeting of the Executive Comitee at the close of the Convention, E. W. Crouch, E. W. Rollow and E. R. Kolp were elected members of the Arbitration Comitee for the ensuing year. L. G. Belew was reappointed a member of the Tri-State Appeals Board.

Uncle Jeff Gibbs was given a round of applause when he was made secretary. No doubt about his making good. A Journal representative followed him from Mineral Wells to Fort Worth, and caught him in the ex-secretary's office in the act of making out bills. Uncle Jeff be-

lieves it takes money to make the Texas Ass'n go.

Mineral Wells is a fine place to hold a meeting. Five drinks of No. 4, from Crazy Well, will run any scoop shovel out of town or any place else, and ten drinks will take him so close to the next world that he'll either reform or join the band.

The special train from Mineral Wells to Fort Worth at the close of the meeting Friday was well filled with people as well as hilarity. Nothing of particular importance happened en route except a window was broken. J. C. Robb had delirium tremens when young Dorsey dropped a metal spider in front of him while he was snoozing, and the red-headed man who represented the Grain Dealers' Journal sat down on Mrs. Keel's hat.

Among the Texas grain dealers present were:

L. G. Belew, Pilot Point; B. W. Blewett, Denton; J. Becker, Galveston; R. L. Brown, Lavon; W. S. Bement, Godley.

A. B. Crouch and A. E. Childress, Temple; B. E. Clement, Waco; J. T. Chambers, Sanger; G. F. Chapman, Sherman.

H. B. and R. T. Dorsey, Ft. Worth.

W. W. Early, Waco; J. F. Edwards, Dallas;

S. Edwards, Seymour.

G. J. Gibbs, Vernon; W. H. Griffith, Godley.

C. F. Gribble, Sherman.

J. A. Hughes, Howe; John Hart, Dallas.

D. W. King, Brownwood; H. B. Keel, J.

Z. Keel, Gainesville.

J. C. Lovelace, Durant.

C. E. Maedgen, Troy.

W. A. Moseley, Quanah; C. L. Moss, Dallas.

W. L. Pitts, Marshall; F. J. Poor, Dallas.

J. T. Stark, Plano; J. E. Surratt, Hubbard City; J. Van Steenwyk, Stamford; F.

A. Silby, Howe.

W. R. Turnipseed, Grapevine.

V. F. Wieser, Hico; J. G. Woodward, Godley; C. A. Waller, Weatherford; W. H. Wingo, Wills Point.

## TRADE RULES AMENDED.

The Executive Comitee amended the Trade Rules as follows:

**Rule 7. INCOMPLETE SHIPMENTS:** In the fifth line "mail and telephone" was stricken out. Beginning with the word "Upon" in the 15th line of the same Rule, Paragraph 2, lines from 15 to 30 inclusive, were stricken out. In the first line of third paragraph, Rule 7, "In either event" was stricken out. The entire 4th paragraph of Rule 7 was stricken out. Rule 7, as amended, provides:

**Incomplete Shipments:** When the seller finds that he will not be able to complete a contract within the agreed limit, it shall be his duty so to advise the buyer by telegraph, whereupon it shall be the duty of the buyer at once to elect either to buy in or cancel the deficit, or to extend the contract to cover said deficit.

Should the seller fail to notify the buyer of his (the seller's) inability to complete a contract for shipment, as in this rule above provided, the said contract shall remain in force, unless and until completed, extended, bought in or canceled.

The measure of damage shall be the actual loss sustained, or the difference between purchase price and market value at time and place contract terminated.

## CONSTITUTION CHANGED.

Article 6 of our Constitution, referring to membership, was amended to read as follows:

**Membership:** Any person, firm or corporation, continuously and actively engaged in buying, selling and shipping grain is eligible to membership when recommended by two members of this Association in good standing, upon approval by the entire Executive Committee, after a full and thorough investigation by the Secretary; the payment of a membership fee of twenty-five dollars (\$25.00), and by signing an agreement to abide by and comply with the Constitution, By-laws, Rules and Regulations of the Association, and all amendments thereto, and all orders, awards and resolutions of the Executive or Arbitration Committees.

## Grain Carriers

Idle cars are decreasing in number.

The local union of grain shoveler at Buffalo some time ago voted not to join the lake seamen's strike.

The fine of \$20,000 for grain rebates was paid June 2 by the Wisconsin Central Ry., which had been convicted two years ago at Minneapolis.

The Soo Road will rush the construction of its line from Superior, Wis., to Thief River Falls, Minn., to have it in operation before the 1910 crop is moved.

Alfalfa meal is a grain and not hay is a late ruling by the Kansas Railroad Board. The freight rate on the meal will be reduced from that on hay to that on corn.

The Harbor Commissioners' Elevator at Montreal has been running night and day since May 8, and has handled more grain than was handled during the entire season of 1907.

Eastern lines in official classification territory have extended until July 31 the time that shippers may use their ordinary shipping receipts, rubber-stamped as subject to conditions of uniform B/L.

Governor Hughes, of New York, has signed the Conger bill providing \$7,000,000 for the improvement of the Cayuga and Seneca Canals to make them a part of the enlarged barge canal system. The people of New York will vote on the proposition next fall.

Four sticks of dynamite were found stuffed in the discharge pipe of the grain steamer Frank T. Heffelfinger, at Buffalo, May 26, on its arrival from Superior, Wis. The fuse had been ignited, but on reaching a too-tightly bound wire had become extinguished.

John F. Courier, secretary of the Grain Dealers' National Ass'n, has sent to members a copy of the proposed reciprocal demurrage rules with a request that members suggest changes to him to be incorporated in the brief he will submit to the Interstate Commerce Commission.

The Interstate Commerce Commission has ruled that the originating line need not respect the shipper's routing order provided the tariffs contain this rule. "The rates named herein are subject to the absolute and unqualified right of initial carrier to determine routing beyond its own line."

The discharge of W. C. Stith, frt. traffic mgr. of the St. Louis, Iron Mountain & Southern, after he had been fined \$2,500 for granting rebates to T. H. Bunch at Little Rock, Ark., bears out the assertion of higher officials that the rebates had been granted in direct violation of positive instructions to the contrary.

The Henderson Elevator Co., of Henderson, Ky., has brot suit against the Illinois Central Railroad Co.; to recover \$1,960 for misquoting a freight rate. The local agent and the general freight agent quoted 10 cents on corn thru Henderson to New Orleans, but just before the shipment was made informed the elevator company that the rate was 13½ cents.

The Northern Pacific has let the contract for the first 50 miles of construction work on its Missouri River branch, from Glendive, Mont., to Mandan, N. D., 250 miles; also for the first 50 miles out

of Mandan. The right of way of the projected branch follows the water level between the two points and will tap several agricultural belts with heavy tonnage.

The United States Supreme Court has decided in favor of the railroads and against the Interstate Commerce Commission in the matter of reconsignment charges on hay at East St. Louis, Ill. This was a test case brot by the St. Louis Hay & Grain Co. against the Southern Ry. The reconsignment charge is 2 cents per 100 lbs. on hay intended for southeastern points, when it is not reconsigned.

Judge Munger in the United States Circuit Court at Omaha May 14 sustained the order by the Interstate Commerce Commission granting the Updike Grain Co. \$6,742 in elevation allowances from the U. P. R. R. Co. On the same facts the Nebraska-Iowa Grain Co. and the Crowell Lumber & Grain Co., will recover \$2,509 and \$698 in elevation allowances. The railroad company has taken an appeal to the United States Supreme Court.

At the annual meeting of the American Ass'n of Demurrage Officers held recently at St. Louis a discussion was had on the weather rule of the Interstate Commerce Commission, as to whether grace in the unloading of goods in inclement weather shall be regulated by an arbitrary rule or left to the discretion of the demurrage officers, and whether discrimination is involved in making private cars exceptions to the weather rule.

President Taft was urged by a committee of shippers who visited him recently to recommend to Congress three amendments to the Interstate Commerce Act. The first is to give the Interstate Commerce Commission the power to suspend an increased rate before it goes into effect. The second gives the shipper the right to choose the route over which his freight is to be sent instead of permitting the railroads to route the business as they see fit. The third holds the railroads responsible for errors in rate quotations. President Taft is reported to have said that he would consider the three propositions.

It is not permissible to provide that demurrage may be refunded or waived in case of inclement weather, and leave it to the judgment of some person to determine what constitutes inclement weather. It is permissible to provide that demurrage charges shall be weighed or refunded in case of weather interference of such severity as to damage the freight in handling into or from the car, or when shipment is frozen so as to prevent or seriously hinder unloading, or when, because of floor or high water or snow drifts, which it is the carrier's duty to remove, it is impracticable to get to car for loading or unloading.—Late ruling by Interstate Commerce Commission.

A carload rate and a minimum weight for a car of definite dimensions when lawfully published in the tariffs of a carrier constitute an open offer to the shipping public to move their merchandise on those terms; and it would be wholly unsound in principle to permit the carrier to impose additional transportation charges on the shipper who ordered a car of a capacity, length, or dimensions specified in its tariffs, simply because it is not provided with cars of the dimensions ordered. The obligation to carry the merchandise of shippers on the basis of the published rates and minimum weights, and to use whatever cars

are available for that purpose, ought to have been covered in the published tariffs of the defendants by proper rule to that effect; and their tariffs were unreasonable and unlawful in not containing such a provision at the time these shipments were made.—Decision by Interstate Commerce Commission, May 10, in complaint by Kaye & Carter Lumber Co., against Minnesota & International Ry. Co.

## Feed Manufacturers Complete Organization.

The American Feed Manufacturers Ass'n, which was formed Mar. 26, met at Chicago May 24, at the same time as the feed dealers and elected the following officers: Pres., J. H. Genung, American Hominy Co., Indianapolis, Ind.; first vice-president, G. A. Chapman, of Quaker Oats Co., Chicago; sec., W. R. Anderson, Milwaukee, Wis.; for treas., M. C. Peters, M. C. Peters Mill Co., Omaha, Neb.; second vice-president, J. W. Young, Great Western Cereal Co., Chicago; for third vice-pres., C. R. Bowman, of Toledo; chairman of the Executive Committee, J. C. Reid, St. Louis, Mo. Board of Directors (in addition to the officers who will also be members of the Board of Directors): C. A. Krause, Charles A. Krause Milling Co., Milwaukee, Wis.; E. L. Edwards, of Edwards & Loomis, Chicago, Ill.; J. W. Anderson, Kornfalia Feed Milling Co., Kansas City, Mo.; H. Cassidy, Chicago, Ill.; A. G. Winter, American Milling Co., Chicago, Ill.

The secretary read his report and stated that the work of his office thus far had consisted almost entirely in getting manufacturers to join the ass'n.

The treasurer's report showed \$629.70 receipts and \$490.72 disbursements.

J. C. Reid delivered an address on the objects of the ass'n and read an opinion of a firm of attorneys demonstrating how necessary it is for a manufacturer to join the ass'n. He said, also "The consumer must be taught, by literature, by your salesman's arguments, by argument of the jobber's salesman or the retail salesman, but when he buys the first two or three or four or five sacks, the small consumer will not buy again unless he gets results. That is the greatest factor in purifying and raising the standard of the feed business. It used to be a get-rich quick proposition. A fellow went out and loaded no a territory with a lot of poor stuff. He had a tremendous profit on it. On the strength of selling ten or fifteen tons he sold fifty or six tons and he made \$9.00, \$10.00 and \$11.00 per ton and had a profit; but the feed business of to-day is marketed on a closer margin of profit than any other business. The profit on each individual car is small. It is impossible for us, as Abraham Lincoln said, to 'fool all the people all the time.' That is the great potent thing that has caused this uplifting of the feed business, that there is no room any longer for the crook or the man who practices fraud or for the man who runs his business in a small, narrow, mean way. It is a big business. There are big men in it; there are big concerns in it, and the feed business to-day, the manufacturing of specialty feeds is a big business."

Sec'y Anderson announced that the total membership to date was 44.

To supplement the annual dues of \$50 the executive committee was authorized to make an assessment not exceeding \$200 per member.

# Grain Trade News

## ARKANSAS.

De Witt, Ark.—A full equipment of eltrs. and power-transmitting machinery will be furnished the De Witt Rice Milling Co., by the Weller Mfg. Co.

Wheatley Sta., Wheatley P. O., Ark.—The Wheatley Rice Mill Co. has begun construction of its new plant under plans prepared by Kaucher, Hodges & Co. The plant will include warehouse 80x200, mill 40x70, 3 stories, frame; engine house 30x70, and boiler house 40x60, brick.

## CALIFORNIA.

Port Costa, Cal.—Fire starting in the grader of the docks of the Nevada Warehouse & Dock Co., May 31, destroyed the docks, 250 tons of barley, 4 cars of lumber and a small quantity of hops. No wheat or flour were in the warehouses at the time, and 300 tons of barley had been taken from the docks the previous day for shipment to Seattle. Loss on the two docks, 400 ft. of wharf and the offices of the company, \$600,000 with only \$29,000 insurance; but the barley burned was fully insured. The wharves and buildings, owned by James L. Flood and Clarence Mackay, were managed by the Nevada Warehouse & Dock Co., of which the John Rosenfeld's Sons Co., of San Francisco, was the principal proprietor.

## CANADA.

Shoal Lake, Man.—Charles Morgan will build a grain eltr.

Crossfield, Alta.—This place needs an eltr.—Thos. Fitzgerald.

Denholm, Sask.—Opening here for eltr.; apply to L. F. Dosse.

Bruce, Alta.—Opportunity to build an eltr. here.—G. W. Allan & Co.

Red Deer, Alta.—The Alberta Pacific Eltr. Co. has commenced enlarging its eltr. and will also install a custom flour mill.

Winnipeg, Man.—Thirty-two eltrs. are under contract along the G. T. Pac. east of Wainwright. Last year 43 were completed.

Fort William, Ont.—The Consolidated Eltr. Co. will build a concrete eltr. with a capacity of 1,700,000 bus., adjoining its present 96,000-bu. eltr.; thus increasing the total eltr. capacity of this city to 25,000,000 bus.

Calgary, Alta.—"The Calgary Grain Exchange, Ltd., of Calgary," has been incorporated with a capital stock of \$100,000 in \$1,000 shares. Directors: Louis P. Strong, A. B. Campbell, P. J. Bergeron and Robt. T. D. Aiken, of Calgary, and L. W. Henderson, of Winnipeg.

Winnipeg, Man.—The total number of cars of wheat inspected from Sept. 1, 1908, to June 1, 1909, was 63,474, compared with 45,504 inspected during the corresponding 9 months of the previous grain year; total number of cars of oats inspected during the 9 months ending June 1 was 10,763 compared with 7,756 cars inspected during the corresponding period of the previous years; 2,823 cars of barley compared with 2,054 cars; and 2,140 cars of flax seed compared with

1,481 cars during the corresponding 9 months from Sept. 1, 1907 to June 1, 1908.—Campbell & Wilson.

Fannystelle, Man.—The Fannystelle Farmers' Eltr. Co., Ltd., wishes tenders to build a 40,000-bu. eltr. at this point. Plans and specifications can be seen at the lumber office of W. H. Stevens, sec'y and treas. of the F. F. Eltr. Co. Tenders are all to be in by June 20 and the company reserves the right to reject the lowest or any bids not acceptable to it.—W. H. S.

## CHICAGO.

Grain eltr employees talk strike.

No formal action has been taken on the proposition to replace the Board of Trade building with an up-to-date office building.

All employees in the offices of Bartlett, Patten & Co., after the successful close of the May deal, were presented with 10 per cent of their annual salary.

The amendment to the rules of the Board of Trade providing for an afternoon delivery when the last business day of a month is Saturday, has been adopted.

Henry W. Farnum has been admitted to partnership in the firm of King, Coleman & Co. He is a son of the late Albert Farnum, who was for years a member of the house of Baldwin, Farnum & Co.

John Dickinson, whose failure some time ago involved \$200,000, has been found in Paris by E. M. Higgins. He is living in luxury. Now he has been suspended for uncommercial conduct, on the complaint of three brokers to whom he owed money.

The Rice Malting Co. has been organized under the laws of Maine, with \$2,000,000 authorized capital stock, and has succeeded the Rice Malt & Grain Co., in the ownership of the malting plant on the St. Paul tracks at 45th street. This plant will be greatly increased in capacity by the erection of a new malt house and grain storage tanks adjoining. The annual output of the new plant is to be 3,000,000 bus., on Rice's new system of malting. The buildings will be of reinforced concrete and the contract has been let to the Macdonald Engineering Co.

The Chicago Ass'n of Commerce entertained over 400 members of the Chicago Board of Trade at a banquet in the Gold Room of the Congress Hotel, Thursday evening, May 27. Among the prominent speakers were Pres. Bunnell of the Chicago Board of Trade and Wm. Hopkins, Mgr. Transportation Dept. D. R. Forgan was heartily cheered when he said, "History repeats itself. I have had twice to go to Washington to fight against a proposed law to stop future trading and it may be necessary to go again. There is no better collateral in the world than grain. In fact there is none as good, and I wouldn't loan a cent to any grain dealer if you couldn't protect yourselves with future sales and hedges. I believe the Ass'n of Commerce should use its voice in your behalf." An elaborate luncheon was served with the oratory. Several Board of Trade members joined the Ass'n.

Membership in the Board of Trade has been applied for by Walter Hoff, Martin L. Williams and Marcus L. Tankersley. Application for transfer of membership has been made by Forrest F. Babcock, Frederic Norton, William Douglas, William E. Webbe, Jr., and the estate of William E. Webbe. The directors recently admitted to membership Abe Goldstein, Walter C. Fleury, Robert E. Curry, Philip S. Arthur, Jones E. Henry, Edgar T. Jones, David Davis, Arthur P. Ganong, and Edward J. Tegge. Memberships are selling at \$2,450; and the directors of the Board offer \$2,250 net to the seller.

On the last trading day of the month all sales for May delivery were made at \$1.34. Bartlett, Patten & Co. being both buyers and sellers at that price. The largest trade was made right at the close by one broker, representing a big short, bidding for 300,000 bus., which was sold by Bartlett, Patten & Co., at the same price of \$1.34. Total May trades for the day aggregated less than 1,000,000 bus. That there has been no corner in May wheat is shown by the small receipts of that grain during the month. Arrivals during May were only 133 cars; against 1,001 cars during May, 1908, and 1,066 cars during May, 1907. The total deliveries on May contracts were about 4,000,000 bus.; and all trades in May were closed without default. The fact that cash wheat prices held strong after the May deal had expired also proves that there was no corner in the pit.

The amendment to the rules of the Board of Trade barring the official state samples from the floor, if delivered by non-members, and protecting the receivers agents in their jobs was adopted by the members of the Board by a vote of 473 to 233. This vote is not a final disposition of the question, which may come up later in another form. The proposition of the grain committee and the state grain inspection department to continue in harmonious relations by having the state samples delivered on the floor by the Board's own department of grain sampling and seed inspection, was not directly before the members for vote. This plan is to have the state pay the Board about \$4,000 a year for the delivery of the samples. Indirectly, however, the vote showed that there will be considerable opposition to the improvement in methods advocated by the grain committee. A number of brokers and clerks handling no grain favored the receivers agents out of friendship and voted for the amendment, while most of the cash grain men voted against it.

## COLORADO.

Colorado Springs, Colo.—D. L. Upton has moved to Pasadena, Cal., having disposed of his grain business here.

Sterling, Colo.—A warehouse is being built at the eltr. of B. D. Fletcher to accommodate the growing business, as other towns in the county have asked Mr. Fletcher to handle grain at those points this fall; besides, crop prospects for small grains in this immediate vicinity indicate that more room will be needed.

## IDAHO.

Caldwell, Ida.—The Colorado Milling & Eltr. Co. will build eltrs. here and at Gooding, with a combined capacity of 150,000 bus.

Moscow, Ida.—The Farmers Union has leased a warehouse of Mark P. Miller

and intends to build an addition 100 ft. long.

Genesee, Ida.—The plant of the C. E. Wood Milling Co., that burned May 6, will be rebuilt. Besides the plant 3,000 bbls. of flour in the warehouse, 200 tons of barley and 700 bus. of wheat were destroyed; total loss, \$45,000 fully insured. The mill was built in 1898 by Sanford Evans and sold to the Wood Co. in 1904. It contained up-to-date machinery and was operated by electricity.

Nez Perce, Ia.—The Nez Perce-Rochdale Co. has been organized for the express purpose of building two large grain warehouses, one at this place and the other near Mohler on the Nez Perce & Idaho electric line. The house here will be 60x300 ft. long; that at Mohler will be 100 ft. shorter. The company will be operated under direction of a board of 9 farmers. M. H. Jacobs is pres.; some of the other directors are: A. S. Marker, E. Nelson and Thomas F. Jacobs. Heretofore most of the grain has been shipped from the Nez Perce tramway on the Clearwater River; and it is believed the union warehouses can handle 75% of that formerly carried down the 5-mile hill on trolley tram carriers.

## ILLINOIS.

Richardson, Ill.—John Marshall has succeeded Wm. Ryan.

Nachusa, Ill.—E. L. Crawford has succeeded C. B. Crawford.

Reddick, Ill.—Rich & Ferris have succeeded Cooley & Ferris.

Steward, Ill.—O. I. Richolson has succeeded the Neola Eltr. Co.

Catlin, Ill.—The eltr. of O. C. Benson has been repainted and re-roofed.

Decatur, Ill.—Paul Van Leunen has severed his connection with the Cincinnati Grain Co.

West Point, Ill.—Thos. Corbin & Co. unloaded the first car of grain into their new eltr. May 21.

Arnold, Ill.—We are going to improve our eltr. this fall.—W. A. Malone, mgr. Arnold Farmers Eltr. Co.

Mr. Carroll, Ill.—Luther E. Sisler, who recently bot the eltr. of Fred Colehour, has succeeded W. Hartman.

Romeo Sta., Lockport p. o., Ill.—William & W. W. Schumaker now operate the house formerly owned by Norton & Co.

Potomac, Ill.—A. K. Harper is making extensive improvements and is putting in new machinery.—Clay F. Gaumer, Alvin, Ill.

Buffalo, Ill.—C. B. Conover of Virginia, has started a new 20,000-bu. eltr. here on the Wabash. Geo. Morris is doing the building.

Newman, Ill.—I am no longer in the grain business.—O. V. Myers, formerly agt. Natl. Eltr. Co. at McCown sta., Newnan p. o.

Mineral, Ill.—The Mineral Grain Co. has let the contract to the Burrell Engineering & Construction Co., for a 25,000-bu. eltr.

Watseka, Ill.—S. M. Rose and John Jakie, who recently bot the eltr. of John L. Smiley, operate it under the firm name of Rose & Jakie.

Litchfield, Ill.—C. B. Munday & Co. have bot a complete equipment, including Weller Improved Power Shovels, car puller, rope drive, power-transmitting machinery and eltrs., from the Weller Mfg. Co.

Quincy, Ill.—In the circuit court here May 22, James Bennett and L. C. Rinker were exonerated of the charges of conducting a bucket-shop.

Owaneco, Ill.—Geo. Ritscher has displaced his steam plant with a 25-h.p. gasoline engine. Poor water and firing with cobs ruined the boiler formerly in use.

Manteno, Ill.—About \$1,500 will be expended in rebuilding and strengthening the eltr. of Leon Euziere. The exterior will be covered with iron sheeting.

Cairo, Ill.—The big eltr. of the Illinois Central Railroad was closed June 1 by Bartlett, Patten & Co., who hold the lease, which it is said, will expire July 1.

Litchfield, Ill.—I was the owner of Nobbe Grain Co., and I sold to the farmers. Since then I bot the eltr. of John Pier at Nokomis.—Henry J. Nobbe.

Adair, Ill.—The Farmers Eltr. & Produce Co. started improvements on its eltr. June 1. The building will be raised some and enlarged to hold 8,000 bus. more grain.

Peoria, Ill.—George Powers, formerly purchasing agt. for the Corn Products Refining Co., is endeavoring to interest capitalists in the erection of a large glucose plant.

Deer Creek, Ill.—Ellis & Wagner are putting in a new concrete foundation to the scales at their eltr. and building a new coal shed with concrete foundation and floors.

Congerville, Ill.—The eltr., coal sheds and office of Wm. Rich burned in the morning of May 21. His lumber yard was saved by hard work. Loss partly insured. Mr. Rich will rebuild.

East St. Louis, Ill.—The first car of grain received here on the interurban electric line arrived recently from Maroa, Ill. The shipment was a car of corn consigned to the Chris. Sharp Commission Co.

Hillsdale, Ill.—I have succeeded John Butzer, who has retired. He has rented me his 50,000-bu. eltr., equipped with 25-h.p. gasoline engine, sheller and cleaner, and automatic weigher.—H. H. Palmer.

Heyworth, Ill.—J. G. Gault, who has been local agt. for the Rogers Grain Co. for several years, has resigned to take a position as bookkeeper in the Farmers' State Bank. He will be succeeded by Mr. Tjadin, of Charlotte.

East St. Louis, Ill.—The city council has been asked to take action on the building of a frame eltr. by the Louisville & Nashville R. R. Co. within the fire limits. The fire limit law has been a dead letter for many years.

Lawndale, Ill.—While at work in the eltr. of the Lincoln Grain Co. recently, Henry Guffin had his hand caught in the machinery and so lacerated that several stitches were required to close the wound, laying him off for a few days.

Milmine, Ill.—S. H. Baker, of Cerro Gordo, Ill., has bot the interest of Ira C. Felger in the eltr. of Felger Bros. at this point. The new firm, composed of S. H. Baker and Zenas Felger, will operate under the firm name of Baker & Felger.

Springfield, Ill.—The senate has adopted a resolution for the appointment of a committee of five to revise the railroad laws and report to the next general assembly. A more efficient administration of work that should be carried out by the railroad and warehouse commission is sought.

New members of the Illinois Grain Dealers' Ass'n are: J. R. Aston, Emden; Thos. E. Doyle, Morrisonville; Empire Grain Co., Decatur; Hall-McClure Co., Peoria; Otis C. Marvel & Co., Waynesville; O. I. Richolson, Steward; and H. Van Beuning, Emden.

Green Sta., Wellington p. o., Ill.—Geo. Swartz has bot the new eltr. from Sam Finney, and has formed a partnership with W. W. Boughton. The new firm will take possession July 1, under the name of Swartz & Boughton.—W. W. Boughton, mgr. for Sam Finney.

Morrisonville, Ill.—About 50 farmers have organized under the name of the Morrisonville Farmers Grain & Eltr. Co., which had an option on the two eltrs. here owned by A. B. and H. H. Herdman, who have been in the eltr. and milling business for years and now wish to retire. The deal has been closed at \$12,000.

Decatur, Ill.—A fire that started from electric wiring on the sixth floor of the mill of the Decatur Cereal Co., shortly after 1 o'clock in the morning of June 7, destroyed the entire plant. In addition 80,000 bus. of corn in an adjacent eltr., also owned by the company, was burned. This eltr. had a capacity of 100,000 bus. Wm. H. Suffern of the firm of Suffern & Hunt, is pres. of the Decatur Cereal Co., and Robt. J. Hunt is secy & treas. They carried \$165,000 insurance. While trying to save some articles in the office of the burning plant, John Sheehy, a fireman, was struck by a falling timber and instantly killed.

Nokomis, Ill.—I have taken down the eltr. I bot of John Pier and am building an up-to-date structure. The foundation, which is all concrete, is in, and 4 sections are up. The work is progressing satisfactorily and I expect to have the building completed by July 10. I am getting machinery from the Union Iron Works. F. J. White is superintending the work. The main part of the eltr. is 36x36 ft. and 80 ft. high. The corn crib is 36x42x24 ft. Capacity of eltr. 30,000 bus.; equipped with a 1,000-bu.-per-hr. shelter, 2 stands of eltrs., a Richardson Automatic Scale of 1,500-bu. capacity, 5 dumps 75-h.p. boiler and 40-h.p. steam engine. The siding and roofing will be corrugated galvanized iron. I will operate under my own name, Henry J. Nobbe, instead of the Nobbe Grain Co., which I used at Litchfield before I sold to the farmers. I have sold my Litchfield residence and bot one here, to which I will soon move.—Henry J. Nobbe.

## PROGRAM ANNUAL MEETING ILLINOIS DEALERS.

For the 16th annual convention of the Illinois Grain Dealers' Ass'n, to be held at Peoria, Ill., June 15-16, in the assembly room of the National Hotel, the following program has been arranged:

TUESDAY, 1:30 p. m., JUNE 15.  
Invocation.—Rev. B. G. Carpenter, Peoria.

Address of Welcome.—Mayor E. N. Woodruff.

Response.—W. T. Cornelison, Pres. Peoria Board of Trade.

President's Address.—E. M. Wayne, Delavan.

Reading of Minutes of 15th Convention.

Appointment of Committees on Resolutions, Finance and Nominations.

Soils Investigation and Crop Exp.

# The GRAIN DEALERS JOURNAL.

Work of University of Illinois.—C. G. Hopkins, Urbana.

New Business.

TUESDAY, 7:30 p. m., JUNE 15.

Smoker. Music and songs, under direction of C. S. Burdick, Sec'y Commercial Club, Peoria.

Perfect Friendship with Competitors.—C. A. Burks, Decatur.

Are Large Cars of Advantage to Shippers?—W. L. Shellabarger, Decatur.

Free storage in country elevators.—Geo. W. Cole, Bushnell.

Contracts should be made for a specific number of bushels.—R. J. Railsback, Hopedale.

Steel cars, or steel lined cars, for grain shipments.—E. M. Wayne, Delavan.

Good manners among country grain dealers.—Tom Abrams, Tuscola.

Uniform Grades.—A. Brandeis, Louisville, Ky.

The effect upon the grain trade, of the "call" at Chicago.

How best to care for scales, at country elevators.

Should the country grain buyer clean grain, and how much?

Claims against railroad companies.

Tariff revision on imports of grain.

WEDNESDAY, 9:30 a. m., JUNE 16.

Right of Grain Shippers to recover for Loss of Weight in Transit, Loss of Grain on account of Decline in Market Value, where Delivery has been Delayed, and Loss on Grain on Account of Deterioration of Grain, where Delivery has been unreasonably Delayed.—Hon. Wm. R. Bach, Attorney and Manager, Bloomington, Ill.

New Business.

Report of Committees.

Report of Secretary.

Report of Treasurer.

Election of Officers.

WEDNESDAY, 1:30 p. m., JUNE 16.

Boat Ride; 100 Miles on Illinois River, on Steamer David Swain.

ENTERTAINMENT FOR LADIES  
TUESDAY AFTERNOON.

A special committee has been appointed to provide special entertainment for the ladies, including tally-ho ride to places of interest in Peoria and luncheon at the Country Club; and all the ladies are specially invited to accompany the grain dealers on the boat ride Wednesday afternoon. Grain dealers are urged to bring their wives or sweethearts.

## INDIANA.

Hamilton, Ind.—I expect to enlarge my eltr. and recover and reroof it.—G. Wolf.

Hobbs, Ind.—J. R. House & Sons have purchased a bucket eltr. from the Weller Mfg. Co.

Westville, Ind.—We are going to build an eltr. and have it ready to handle the new crop.—Rogers & Link.

Savah, no station, Mt. Vernon p. o., Ind.—A. Waller & Co. are preparing to build an eltr. at Welborn switch.

Greenwood, Ind.—We have succeeded Straus & Duff. Our eltr. has a capacity of 8,000 bus.—Greenwood Eltr. Co.

Amo, Ind.—Amo Mill & Eltr. Co., incorporated by H. E., Laura J., and Hazel Sweeney, of Indianapolis; capital, \$6,000.

Indianapolis, Ind.—John Osterman, for 20 years a member of the Board of Trade and at one time its pres., died May 22, aged 65 years. He made his start in

the grain business as an employe of the late Fred P. Rush and was a member of the firm of Osterman & Cooper until his retirement from active business 6 years ago.

Onward, Ind.—N. E. Walker & Co., who are rebuilding their eltr., have bot their equipment, including rope drive, pulleys and buckets, from the Weller Mfg. Co.

Petroleum, Ind.—Arnold, Cline & Co., took over the business and property of the Petroleum Grain & Lbr. Co., May 22. C. E. Briggs is local mgr. of the new firm, whose stockholders are H. C. and George L. Arnold, A. B. Cline and Geo. J. Tribble of Bluffton and Wm. M. Engeler, of Arnold & Engeler, of Pennville, Ind.—H. C. Arnold & Son.

Indianapolis, Ind.—Just as two employees of the Acme Milling Co. had completed pouring a chemical fluid on the first floor of the grain eltr. the liquid was ignited and an explosion followed, causing a small fire which was put out with practically no damage to the 40,000 bus. of wheat in store. Blazes shot up in all parts of the room and the two men, Barney Bedinghaus and James Bald, were burned about the face and hands.

Linton, Ind.—C. F. Walls, of Crawfordsville, and J. O. Walls, of Advance, have bot the eltr. of Jacob J. Thompson and will completely overhaul it, installing new machinery if necessary, to conduct a grain and feed business. They expect to get the eltr. ready for operation in six weeks. Mr. Thompson was formerly one of the leading business men here, but now lives in Sabin, Miss. He returned for a visit and to close the deal with Messrs. Walls.

Frankfort, Ind.—John Stewart, who sold his business in the eltr. of Stewart & Strange to Robt. N. Wallace, May 20, for \$10,000, is now entirely out of the grain business, in which he has been engaged in this country for a number of years. A year ago he was interested in two eltrs., one at Manson, Ind., and the one here taken over by Wallace & Strange. He disposed of the Manson property some months ago and will continue to reside there and engage in farming.

Indianapolis, Ind.—The new chief of statistics of Indiana says, "It is my opinion that for statistical purposes figures on the yield of crops taken after the crops have been harvested will be more satisfactory than the figures which simply represent a guess of what a future yield will be. For this reason I have, since assuming the duties of State Statistician last November, made a complete revision of the agricultural report blank, and we have been engaged this spring in ascertaining the amounts which we actually harvested in 1908. Within a few months from now we will be able to give the figures."

Crawfordsville, Ind.—The Crabb-Reynolds Taylor Co., has let the contract to W. C. Carr & Son for an up-to-date, 4-story, re-inforced concrete eltr. and clover seed storage house, 40x80 ground, to be erected beside their present building. The concrete basement will be surrounded by a red brick outer wall. The second and third floors will contain cement bins in which to clean both clover seed and grain. Floors, beams, joists, and bin walls will be of re-inforced concrete, and the building thruout will be as nearly indestructible as it is possible to make it. Steel, rolling, shutter doors and windows of wire glass will be used.

Indianapolis, Ind.—William Spotts, one of the oldest grain merchants of this city, died at the home of his daughter, Mrs. C. C. Kirkpatrick, May 25, aged 80. He had lived in Indianapolis 53 years, was active in the grain markets, and was one of the leading spirits in the organization of the Board of Trade, of which he was president two years. Following his retirement from active business he had spent the last year with his daughter. Besides her, two sons survive him, S. S. Spotts, of Brazil, Ind., and F. H. Spotts, of Columbus.

## PROGRAM INDIANA GRAIN DEALERS ASS'N.

For the mid-summer meeting of the Indiana Grain Dealers Ass'n, to be held in the Board of Trade Assembly Room, at this city, Wednesday, June 23, the following program has been prepared: The morning session will be called to order at 10 o'clock, the afternoon session at 2 o'clock; and in the evening at 8:30 the members will banquet.

President's Address.—Wm. B. Foreman, Lafayette, Ind.

Scales.—C. S. Shotwell, Indianapolis.

Cooperage of Cars.—Warren T. McCray, Kentland, Ind.

Discussion.

Adjourn for Luncheon.

Bookkeeping for Country Dealers.—A. F. Files, Indianapolis.

Discussion.

Freight Rates.—C. S. Reeves, chief rate clerk, C. C. & St. L. Ry., Indianapolis.

Question Box.

Adjournment.

Addresses will be delivered by Mayor Bookwalter and Governor Marshall at the banquet.

## IOWA.

Dayton, Ia.—Christ Williams has bot the eltr. of G. A. Gustafson.

Voorhies, Ia.—Albert Simonson has bot the eltr. of the Northern Grain Co.

Manson, Ia.—The Western Eltr. Co., whose eltr. burned May 5, will rebuild.

Aplington, Ia.—We have succeeded Klingenberg & Primus.—Wm. Ackerman & Co.

Garner, Ia.—John Christopherson has resigned as local mgr. for the Reliance Eltr. Co.

Coon Rapids, Ia.—I bot the eltr. of D. J. Jinks, and take possession June 10.—J. J. Grosenbeugh.

Cartersville, Ia.—F. A. Applegat has succeeded me as agt. for the Independent Grain & Lbr. Co.—E. E. Ocken.

Hampton, Ia.—The Farmers Incorporated Co-op. Society has let the contract for its new eltr. to W. N. Claus & Co.

Ollie, Ia.—The Jackson Grain Co. has begun remodeling its eltr. It will install a new engine and a new dump.

Dougherty, Ia.—The Independent Grain & Lbr. Co. has transferred me to this station from Cartersville, Ia.—E. E. Ocken, agt.

Kensett, Ia.—The Farmers Co-operative Grain & Lumber Ass'n has closed up its affairs. A payment of 33 cents on the dollar was made.

Correctionville, Ia.—Three times recently has fire been started at the eltr. of Schoeneman Bros. from a leaky and fire-emitting gasoline engine.

Madrid, Ia.—George and James Hanley of Granger have bot the eltr. and machinery of the Neola Eltr. Co., to take immediate possession.

Nemaha, Ia.—I sold my business at this point and left in March. I expect to spend the summer in the West.—J. J. Grosenbeugh, Fort Dodge, Ia.

Angus, Ia.—Rodebaugh & Munson, of Rippey, will take possession of the Des Moines Eltr. Co.'s elevator and lumber yard July 1, which they bot last year.

Des Moines, Ia.—Henry McGee, formerly supt. of the Union Eltr. of St. Louis, is now supt. of the transfer cleaning eltr. of the Des Moines Eltr. Co.

Storm Lake, Ia.—The Farmers Eltr. Co. has leased the eltr. of the Milwaukee R. R. Co., that has been operated by H. L. Hughes (Hughes Grain Co.), and begun business with H. E. Barrick as mgr.

Crystal Lake, Ia.—After 7 years' work for the Clinton Grain Co. here, I have accepted the cashiership of the Crystal Lake Savings Bank and have nothing more to do with the grain business. My successor is H. T. Rose.—Chris Gillstrap.

Parkersburg, Ia.—I have installed an electric meter in my eltr. and am figuring on putting in an up-to-date cleaner of from 300 to 400 bus. capacity. I expect to clean the farmers' seed, oats and barley, next spring free of charge.—H. Schultz.

Sutherland, Ia.—Fire was discovered at 11:30 p. m., May 27, in the eltr. of the Farmers Grain & Supply Co., and spread to that of Thompson & Christopher, destroying both and the coal house of the Farmers. Loss on buildings and contents, \$25,000; insurance \$12,000. This leaves the town without a house of any kind for handling grain.

Mason City, Ia.—T. A. Way, Theo. Doerfler and the First National Bank of Wesley have petitioned the court to enjoin B. G. Maben, T. F. Danaher and T. A. Potter from securing judgment against the Iowa & Minnesota Cereal Co., alleging the later hold \$12,014 which if diverted to pay the debts of the company would injure the company. The court is asked to appoint a receiver.

Luther, Ia.—The recently incorporated Farmers Eltr. Co. has purchased the eltr. of the Milwaukee Co., that had been operated for the last few years by Joseph Pratt of Madrid and for the past few months by Joseph Pratt & Co., and intends to remodel the plant and add some much needed machinery. The only other eltr. here is that of the Neola Eltr. Co.; and there is rumor that its plant will be dismantled to remove the machinery to another point.

## GRAIN MEN'S OUTING AT CLEAR LAKE.

The Western Grain Dealers Ass'n and grain dealers in general are invited by the North Iowa Club to participate in their picnic at Oak Park, Clear Lake, Ia., June 18.

Headquarters of the Western Grain Dealers Ass'n and grain dealers generally will be at the Oaks Hotel, Clear Lake. The picnic program provided by the coal dealers will be held Friday, June 18.

It is necessary to know the approximate number of grain dealers who will attend the picnic in order to make necessary provision, and those who have decided to attend are urged to remit Sec'y Wells \$1, local check will do, and button will be sent that entitles the dealer and his family to the privileges of the Coal Club dinner, boat ride, games and sports. The ladies and children will be provided with ribbon badges free. Other arrangements

made were published in this column May 25.

## KANSAS.

Bushton, Kan.—The Western Star Milling Co. will build an eltr.

Lebanon, Kan.—The Home Grain Co. will build a 12,000-bu. eltr.

Bloom, Kan.—Co-operative Grain Co. incorporated; capital, \$10,000.

Dorrance, Kan.—The Western Star Mills of Salina have bot the eltr. of M. P. Thielen.

Furley, Kan.—C. F. Wright has purchased new equipment from the P. H. Pelkey Const. Co.

Salina, Kan.—The Shellabarger Mill & Eltr. Co. is installing a 50-100-ton Straight R. R. Track Scale.

Ellis, Kan.—The Ellsworth Mill & Eltr. Co. has bot a Richardson Eltr. Scale from the P. H. Pelkey Const. Co.

Dilwyn, Kan.—The Dilwyn Grain & Supply Co. has bot a Richardson Eltr. Scale from the P. H. Pelkey Const. Co.

Grenola, Kan.—The Grenola Mill & Eltr. Co. has plans for an up-to-date eltr. completed by the P. H. Pelkey Const. Co.

Effingham, Kan.—I have sold my grain business at this point. N. E. Hawk is my successor.—J. H. Cavanaugh, Atchison, Kan.

Wamego, Kan.—J. W. Machin is having his eltr. overhauled and new machinery installed by the P. H. Pelkey Const. Co.

Hoisington, Kan.—The Ochs Grain Co. has bot a Richardson Scale with residue and stop attachment from the P. H. Pelkey Const. Co.

Bedford sta., Stafford p. o., Kan.—The Bedford Grain & Supply Co., has had the P. H. Pelkey Const. Co. install a Richardson Eltr. Scale.

Collyer, Kan.—The new eltr. of Jones & Borah, built by the P. H. Pelkey Const. Co., is ready for operation. A Richardson Scale has been installed.

Lincoln Center sta., Lincoln p. o., Kan.—Plans for an up-to-date, 20,000-bu. eltr. for C. E. Robinson have been completed by the P. H. Pelkey Const. Co.

Irving, Kan.—J. C. and R. L. Moore, who have been buying grain here for the past 35 years, have sold their eltr. to Carroll Walker, who resides near Frankfort.

Bushton, Kan.—The Bushton Grain & Supply Co., a farmers' organization that had its eltr. burned May 10, has obtained plans and specifications for a new, up-to-date eltr. from the P. H. Pelkey Const. Co.

Thayer, Kan.—S. R. Davison has succeeded F. S. Rexford, resigned, as sec'y of the Thayer Grain Co. Mr. Rexford has accepted a position offered him by the Grain Dealers Fire Ins. Co., Kansas City, Mo.—Thayer Grain Co.

Tampa, Kan.—The new eltr. of the Tampa Mill & Eltr. Co., built by the P. H. Pelkey Const. Co., is ready for operation. The company has purchased a 40-h.p. Columbus Engine and is using a 1,500-bu. per hour Richardson Scale.

Wichita, Kan.—M. A. Morrow, of Olathe has been appointed deputy grain inspector, to succeed George Koch, who has been at the head of the inspection department in Wichita for the past ten years. Mr. Morrow took charge of the office June 2.

Dexter, Kan.—L. T. Shrader & Co., who bot out the Adam Merc. Co. and now own and operate the only eltr. here, a concrete structure, are repairing the pit, and having the P. H. Pelkey Const. Co. figure on waterproofing and material.

Sabetha, Kan.—T. J. Pace has bot the eltr. of J. F. Lukert and will continue the business. Mr. Lukert has dealt in grain and coal here for 18 years. He has also sold his coal business. He has not yet decided in what other business he will engage.

Oakley, Kan.—Work on the new 75,000-bu. cleaning house of the Ellsworth Mill & Eltr. Co. has been started by the P. H. Pelkey Const. Co. Two 25-h.p. Columbus Gasoline Engines, the Hall System, and a Strait R. R. Track Scale will be installed.

Topeka, Kan.—The Merrill anti-bucket-shop law went into effect June 1; and many of the proprietors have already quit. In the larger towns bucket-shops have been operated in defiance of the old law, there being about 50 of these gambling dens in the state.

Centropolis, Kan.—Douglas & Co. of Cedar Rapids, Ia., have bot a site of 9 acres for the starch factory they will build here at a cost of \$175,000. The plant will start with 3 large buildings and require 6,000 bus. of corn daily. The M. P. and the R. I. will lay switches to the works.

Topeka, Kan.—The shortage in the accounts of the state grain inspection department is said by the former chief inspector, John Radford, to be less than \$500. Mr. Radford says he did not handle the funds; all receipts and disbursements being looked after by Chief Clerk Crofts, who disappeared.

Chetopa, Kan.—Frederick P. Miller, who was long in the grain business at this place, died May 27 at Oklahoma City, Okla. Mr. Miller was born in Pennsylvania in 1838 and was the author of "Miller's Scales," a book on weighing grain in car lots without scales. His body was interred at this city.

Wichita, Kan.—The seed wheat train of the Santa Fe this year began its trip at Sedgwick May 31 and during the following 6 days made about 70 stops including Winfield, Wellington, Harper, Belvidere, Wichita, Pratt, Hutchinson, Dodge City, Great Bend, Scott and Florence. The Kansas State Agri. College furnished the lecturers.

Paola, Kan.—Voglesong & Hamlin, proprietors of the Paola Mill & Eltr. Co. have increased their storage capacity to 20,000 bus., by the completion of their new fireproof, steel storage eltr. of 12,000 bus. capacity well equipped with up-to-date machinery operated by an 18-h.p. Olds Gas Engine. The sub-structure is concrete; to this is anchored the 4 steel bins and the superstructure 56 ft. high; cost, \$8,000.

Frizell, Kan.—The recently organized farmers' company, of which E. E. Frizzell is pres., has been incorporated under the name of the Frizzell Grain & Supply Co.; capital, \$10,000. The company has decided not to build a new eltr. this season, as at first planned, but to make the Gabel eltr., it purchased a few weeks ago, serve to handle the coming crop by overhauling the engine and adding a new car-loader to the equipment. The company received bids from four different firms for the construction of a 20,000-bu. eltr., and so discovered that at least \$5,000 would be needed besides the addi-

tional expense of putting in a siding and purchasing right-of-way. The eltr. the company now owns has a capacity of 12,000 bus.

Wichita, Kan.—The costly experience of recent weeks in importing wheat for grinding has taught the necessity of preparing to get it as it comes to market and store it for future use. The Red Star Milling Co. will add about 200,000 bus. to its storage capacity and the Watson Milling Co. about 150,000. The Santa Fe is arranging for additional trackage for the Red Star plant to be completed by the time its new eltrs. are finished.

Wichita, Kan.—The Wichita Board of Trade will entertain the grain dealers and millers of the Southwest on June 15 and 16. The program will include among other things, an auto ride over the city, a baseball game, Wichita v. Denver, an evening in Wonderland Park and a banquet. There will be a program of speaking on the first day, and the gathering will be more for entertainment than business, short addresses being the order of the day rather than lengthy ones.—W. F. McCullough, pres. Wichita Board of Trade.

#### KENTUCKY.

Hopkinsville, Ky.—J. P. Dunlop has purchased an interest in the Acme Mills & Eltr. Co., and Geo. D. Dalton has been elected pres. in place of R. H. Treville. Mr. Dunlop, who is sec'y of the Dunlop Milling Co., of Clarksville, Tenn., will be mgr., dividing his time between the two cities. J. B. Galbreath remains as sec'y-treas.

#### LOUISIANA.

Lafayette, La.—We don't know of a single ton of hulls or meal in this section, having sold out entire output over 30 days since. All kinds of feed, especially corn, are in demand here.—Peoples Cotton Oil Co.

#### NEW ORLEANS LETTER.

H. G. Morgan, Jr., grain and feed, is an applicant for membership in the Board of Trade.

Demand for corn is light. No. 2 yellow is selling at 82-82½; No. 2 white, 82½; No. 2 mixed, 81½.

Stocks of grain on hand June 1 were: Stuyvesant Docks, 184,000 bus. of wheat and 1,200 bus. of corn; Westwego, 50,000 bus. of corn.

W. L. Richeson, chief grain inspector of the Board of Trade, is on a trip through the grain producing territory of the Southwest.

Inward inspection for May showed: Export wheat, 43 cars; export corn, 57 cars; local corn, 96 cars; local oats, 83 cars; local barley, 5 cars.

The New Era Milling Co. of Arkansas City, Kan., is a recent addition to the membership of the Board of Trade. The firm will be represented here by F. V. Potts, its sec'y-treas.

A. Landry, general agent of the Gulf, Colorado and Santa Fe at New Orleans, has just been appointed Assist. G. F. A. of the Company with headquarters in Galveston, effective June 15.

As a result of the operation of the American Sugar Refinery's new 12,000 barrel plant at Chalmette, below the city, a regular line of steamers with two sailings a month will probably be established between this port and southern Cuban ports.

Demand for barley-mixed oats has fallen off since the enforcement of the requirement by the state Agricultural Department that they be tagged, and demand for straight oats has increased. No. 2 white oats are selling at 64½, bulk, and No. 3 white at 63½.

An indication of the extent to which corn is being raised in north Louisiana is given by the fact that a salesman of the Marseilles Manufacturing Co., on a recent trip through that section, placed 20 shippers. It is reported here that further recognition will be given the movement by the Louisiana Railway & Navigation Co., which will establish one or two shelling stations between New Orleans and Shreveport.

An interesting feature of the hay situation is the considerable quantity of Louisiana alfalfa which is coming on this market. This is shipped principally from north Louisiana and is offered at \$18-19. Choice New Mexico alfalfa is offered at \$20. Alfalfa from other sections is not coming on the market, altho demand is excellent. Good hay generally is in good demand and is scarce. As a result, considerable of the low grade hay has been worked off, and the market is now practically clear of everything except that which is absolutely unsalable.

Exports of grain from New Orleans during the 9 months prior to June 1 consisted of 2,505,083 bus. of wheat and 4,112,611 bus. of corn; against 4,668,371 bus. of wheat and 3,786,154 bus. of corn during the same period of the previous grain year, as reported by W. L. Richeson, chief grain inspector of the New Orleans Board of Trade. These figures show a decrease in wheat shipments and an increase in corn. Not a bushel of export wheat left the port of New Orleans during the month of May; and but one shipment of corn of 17,142 bus., bound for Liverpool.

Much to the satisfaction of grain and hay dealers, the Illinois Central has at last made a start toward the construction of its new Poydras Street terminals. General Agent Hunter C. Leake has asked the city council for the right to close certain streets in carrying out the company's plans to develop fourteen squares of property adjacent to the present Poydras Street terminals. Including the cost of the land, which was \$800,000, the terminals will cost \$2,000,000, and the company states that it will be the finest terminals of the kind in the South. Poydras Street will be the main approach to the terminals.

Managers of country rice mills have refused to participate in the movement recently started by New Orleans rice men to secure a reduction on state and interstate rice rates. This action was taken at Crowley, La., where about twenty mills were present from country centers. They believe that the proposed reductions on clean and rough rice would work a hardship on the country mills, and in seeking rate revision they will advocate the establishment of a mileage basis. The New Orleans rice interests, including millers, distributors, dealers and brokers, will confer this week to decide upon their course.

That there will be a considerable movement of export corn through New Orleans the coming season is the opinion held by New Orleans grain men who are informed regarding conditions along the Mississippi and Red rivers. So confident are they that this hope will be realized that, at the request of the Freight

and Transportation Committee of the Board of Trade, the Louisiana Railway & Navigation Co. and the Texas and Pacific Ry. have been induced to put in rates to New Orleans which will force all of the corn moving for export through this port. The rate announced is the same as the Texas maximum, being 12½ cents for 165 miles haul, and grading down to 10 cents for shorter hauls. The bulk of the hoped for new crop is expected to come from the Red River valley, where the cotton boll weevil has made such inroads on the cotton growing industry that many of the planters are now raising several times as much corn as formerly.

#### MARYLAND.

Baltimore, Md.—The baseball game between the inspection and weighing departments of the Chamber of Commerce was won by the latter, who must win a second game to get the silver loving-cup donated by Pres. Chas. England as a trophy.

Baltimore, Md.—The name of the grain receiving and exporting house of Hammond, Snyder & Co. will be changed June 14 to the Hammond-Snyder Co., with John W. Snyder the senior member. The present head of the firm, Wm. R. Hammond, will retire from the grain business to become pres. of the Third National Bank. J. Collin Vincent, another member of the present firm, and one of the pioneers of the grain exporting business of this city, will not be with the reorganized firm, but will take a much-needed rest, as the export business is very quiet.

#### MICHIGAN.

Sheridan, Mich.—Wyckoff & Ford and E. A. Rutherford are cooperers.

Rosebush, Mich.—Johnson, Coyne & Co. have succeeded Thomas Gray & Son.

North Star, Mich.—The Ithaca Roller Mills have bot out Geo. L. Jessup.—C. C. C., agt. A. A. Ry.

Morrice, Mich.—Towner, Hosmer & Watkins have bot the flour mill of Henry Brown and will use it for a grain eltr.

Detroit, Mich.—The Wabash has filed a tariff, I. C. C. No. 1935, giving rules governing thru billed track grain at this city, effective June 28.

Vermontville, Mich.—A person calling himself the "Vermontville Produce Co." and W. H. Benedict are irregular shippers of grain from this place.

Remus, Mich.—But one man does any business in grain in this town since we sold out; he operates under the firm name of D. M. Mansfield & Co.; capacity 20,000.

Chamberlain's sta., Schoolcraft p. o., Mich.—Floyd Burlington of Marcellus, Mich., has bot the eltr. here of W. J. Thomas & Co. and will install up-to-date machinery.

Rochester, Mich.—The Rochester Eltr. Co. has acquired the eltr. of Ferrand Bros. on the Mich. Centr. and will move the old Grand Trunk eltr. and join it to the Ferrand building, making a structure 24x80 ft. which will be remodeled into a first class eltr.

Detroit, Mich.—Beans are lifeless and unchanged. Cash wheat is scarce and millers are gobbling every stray load which comes in. Stocks in Detroit eltrs. are 114,580 bu. of corn; 45,214 bu. of oats; 1,988 bu. of barley and 260 bu. of rye. Wheat, 186,853 bu.—B.

A strange fatality seems to have struck the Michigan eltrs. Several have been blown down, others burned within the past few weeks, a great many more than usual for the same length of time compared with other years.—N.

Byron, Mich.—Ignited by sparks from the engine of a passing freight, the grain eltr. and wool house of F. E. Close & Co. burned to the ground May 25, destroying 2,000 bus. of beans and 50,000 lbs. of wool. Loss, \$40,000.

Jackson, Mich.—The Stockbridge Eltr. Co. of this place had a hearing at Detroit June 2 of its complaint against the Ann Arbor Road for an unreasonable charge on a shipment of corn from Custer, O., to Shepherd, Mich. The evidence was heard by Walter E. McConrack, a special examiner for the Interstate Commerce Commission.

Detroit, Mich.—Caughey & Carran, grain merchants, have sold their eltr. on the Mich. Cent. right-of-way to that company, which will use the vacated property for switching. Caughey & Carran will move away both building and machinery. They have purchased from the Canadian Malting Co. its 100,000-bu. eltr. and will double its capacity.

Eaton Rapids, Mich.—The hay shipping industry here is the liveliest proposition at this time that it has been in several months, and large quantities are going out to the eastern markets every day. The orders local buyers had on hand before the quarantine was lifted have not all been filled yet and it is requiring the liveliest kind of a hustle to keep the demand filled.—B.

Fowlerville, Mich.—Work is progressing rapidly on the foundation of the new eltr. of Frank G. Rounsville, to replace that recently blown from its foundation by a cyclone. The new building will be farther back from the road and will have a lawn in front. The eltr. proper will be 22x60 ft. and two feet higher than the old one. The office at the front and the storeroom at the rear will make the entire building 128 ft. long.

Howell, Mich.—The grain eltr. owned by the Pere Marquette Ry. Co. burned May 26; loss, \$5,800. Fire started from a locomotive spark. It was practically empty at the time, as Crumb & Taylor, who had operated it, had disposed of their business interest to Williamston parties. One man had some farm machinery stored in the building. The fire hose was in such poor condition that the stream of water had to be stopped to make repairs and changes; hence it was impossible to get the fire under control.

#### MINNESOTA.

Jasper, Minn.—Frank Lowry has resigned as agt. for E. A. Brown.

Windom, Minn.—Headley & Miller of Winnebago City intend to open the eltr. of C. W. Gillam.

Walnut Grove, Minn.—J. S. Foster has retired as agent at the eltr. of G. W. Van Dusen & Co.

Farmington, Minn.—B. DeMersseman has succeeded D. O. Smith as mgr. of eltr. of Vaughan & Brackett.

Seaforth, Minn.—Bingham Bros. have decided to build another eltr. to replace their 30,000-bu. house, burned some months ago.

Hadley, Minn.—We are pleased to report that we were misinformed regarding the damage to the Forsyth eltr., which did not exceed \$50.

Bolus, Minn.—Chris. Borgerding has bot the eltr. of J. Borgerding & Co. Louis Chirhart will continue as mgr.

Ruskin Sta., Faribault P. O., Minn.—The Reliance Eltr. Co. intends to open the eltr. of L. N. Loomis July 1. It may also put in a feed mill.

Waseca, Minn.—Bert Matz has bot the Van Dusen Eltr. that has been leased and operated by Everett, Aughenbaugh & Co. in addition to their own.

Woodstock, Minn.—The Benson Grain Co. of Heron Lake, whose eltr. at this point was burned March 9, has purchased the eltr. of W. D. Parker.—J. W.

Alberta, Minn.—Farmers have organized a company to build an eltr. Lars Fosmark, L. J. Schlattman, and Chas. Grosskreutz are prime movers in the enterprise.

Glenwood, Minn.—A district meeting of officers of the Minnesota Farmers' Eltr. Ass'n has been called here June 18 and 19. R. L. Johnson of Austin, Minn., is sec'y.

Duluth, Minn.—The Schmidt-Howe Grain Co. has been out of business for the past year, and M. P. Schmidt is now pres. and treas. of the United Grain Co.—U. G. Co.

Bigelow, Minn.—A farmers' co-operative eltr. company has been organized here and has bot the eltr. of the L. J. Button Eltr. Co., to take possession July 1. Albert Voss is pres. of the new company and W. C. Wyatt, sec'y.

Hancock, Minn.—The Minn. & Western Grain Co. began taking down its eltr. May 25 to move it to some other point. Two years ago the farmers' company tried to buy it, but found the price too high. The eltr. has been closed since last fall.

Fergus Falls, Minn.—The Farmers' Co-op. Eltr. Co., thru its treas., A. G. Anderson, has been advertising for bids for the complete construction of a 25,000-bu. eltr. of reinforced concrete, also plans for a frame building of the same size, with automatic scale.

Glenwood, Minn.—While Carl Ettsvold, local mgr. for the Monarch Eltr. Co., was eating lunch shortly after noon, May 13, he noticed smoke rising from the building. By the time he reached the eltr. the flames had gained such headway it was impossible to save anything except the cash book. The loss includes about 2,000 bus. of grain, mostly wheat.

Red Wing, Minn.—Elijah Haskell Blodgett, one of Red Wing's oldest and wealthiest citizens, was found dead in bed at his home, June 6. He came here in 1886 and entered the employ of T. B. Sheldon, who operated an eltr., and was afterwards admitted to partnership in the firm. He had extensive interests in the manufacturing industries of the place and served the public as mayor and as president of the board of education. In 1855 he was married to Sara P. Sturtevant of Hartland, Vt., who died in 1906.

Long Prairie, Minn.—Wm. Luth, agt. for the Stedman Eltr. Co., took his family over to Swanville on a recent Saturday afternoon to visit relatives until Monday, and thieves took that opportunity to pry open the cash drawer at the eltr., but found nothing they wanted except 50 cents in stamps. Some time ago thieves broke into this eltr. and disarranged things in their search for plunder. They also entered the eltr. of the Minn. Farmers' Exchange and stole some

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# The GRAIN DEALERS JOURNAL.

rubber stamps. The work seems to be that of boys.

## MINNEAPOLIS LETTER.

An adjustment of the rates on malt into C. F. A. territory will be sought by James Orth of the Electric Malting Co.

The Midland Linseed Co. recently bot 250 cars of flaxseed at Duluth for shipment back to Minneapolis, stocks here being about exhausted.

W. C. Leiferman has resigned as mgr. of the coal department of F. H. Peavey & Co., and that department will be consolidated with their grain business thereafter.

The Chamber of Commerce has filed a mortgage for \$200,000 to cover its recent bond issue that will pay for the 12-story annex to its building now under construction.

R. Sharp Stephens, who disposed of his membership when the firm of Sidney Love & Co. retired from the grain business, has applied for re-admission to the Chamber of Commerce.

A car door invented by A. Linquist, car foreman of the Great Northern, and Gus Behrendt, has been installed in car G. N. 12422 for tests. The grain is discharged from the car thru a hopper on the floor.

The Stewart Eltr. Co. has let the contract for the construction of a frame eltr.; one part of which will be 30x32 ft. ground and 40 ft. high, the other 30x40 and 14 ft. high, to cost \$7,200. C. E. Bird & Co. will do the work.

Wornout and old style tickers imposed on the local trade by the Western Union Telegraf Co. have aroused the members of the Chamber of Commerce to vigorous protest. Such service as the Minneapolis brokers have had to endure would not have been submitted to for a day by patrons in eastern cities.

A. E. McCarty died at his home in St. Louis Park, May 31, aged 68. For many years he was in the hay and grain business in this city. He joined the Chamber of Commerce the second year after its organization, buying one of the original memberships for \$25. He was almost unknown to the present-day membership.

The Minneapolis Hay Exchange has been reorganized with the following new officers: H. L. Elliott, chairman; N. Olson, vice chairman; T. H. Kerwin, sec'y; H. S. Cleveland, treas.; directors, J. C. Miller, E. L. Phelps and Geo. S. Loftus. The Exchange has 12 charter members. The Exchange will create an arbitration committee to settle disputes.

Work on the new plant of the Consumers' Malting Co. has begun, and the company expects to be making malt by Sept. 1. A 5-story, fireproof, brick and stone building will be erected at the company's present location, and more than \$200,000 will be spent in remodeling and equipping the old Douglas linseed oil mill for the use of the Consumers' Co.; capitalized at \$250,000. The plant will have a capacity of 1,000,000 bus. a year. O. G. Blair is pres. and E. F. Wyman, sec'y.

Representative J. A. Gates of Kenyon states that some assessors are not reporting grain for taxation under the new law imposing a tax per bushel handled instead of on the value of grain on hand May 1. Some attorneys assert that the state can not impose a tax on business in the past, and the new law must be considered as applying to grain handled since April 23, when the bill was passed,

instead of since March 1. O. M. Hall of the tax commission believes the state had a right to tax last year's business on a bushel basis. He said that it might result in double taxation of some of the grain handled from March 1 to May 1, 1908, but there is nothing in the present constitution to prevent that. He claims that no other construction can be placed on the law than that it means a tax on all the grain handled since March 1, 1908, and although double taxation may not be just, it is legal.

Maltsters in Minneapolis have endeavored to secure an adjustment of freight rates on malt from Minneapolis ever since the building up of the industry in this city. Since Jas. Orth's connection with the Electric Malting Co., he has given the matter of adjusting the freight rates the closest attention, and has been successful in the cancellation of the rates on malt from Minneapolis to Chicago and the seaboard, and has induced the railroads to publish tariffs to apply the barley rate on malt to the points named. After this was accomplished, he succeeded in getting the railroads to take favorable action by cancelling the rates on malt from Minneapolis to New Orleans, and to make the rates on barley apply on shipments of malt. The tariffs will be issued in a few days, and they will go into effect on some of the lines about the middle of July. The new rate from Minneapolis to New Orleans will be 2½ cts.

## MISSOURI.

Watson, Mo.—Turner Bros. have bot the eltr. of Frank J. Hunter.—O. H. Bayless.

Potosi, Mo.—The Potosi Mill & Eltr. Co. has increased its capital from \$18,000 to \$25,000.

Gilliam, Mo.—Mr. Redierer has installed a 1,000-bu. Avery Automatic Scale in his new eltr.

Blase Sta., Orchardfarm P. O., Mo.—Louis F. Martin is installing his second Avery Automatic Scale.

Gregory, Mo.—The Ruddick Co. has purchased an equipment of rope drive and bucket eltr. from the Weller Mfg. Co.

Center, Mo.—O. E. Smith has bot the interest of W. A. Martin in the firm of Gilliam & Martin and has taken possession.

St. Joseph, Mo.—John H. Gregg dropped dead June 3 following a game of golf at the Country Club. He was about 55 years of age.

New Haven, Mo.—The Woolf Mfg. Co. is having two steel storage tanks constructed, to be completed July 5; capacity of each, 15,000 bus.

Jefferson City, Mo.—Among the bills passed by the last legislature was that of Miller, allowing 48 hours after actual notice of arrival for the removal of grain from cars.

Clinton, Mo.—I am building a 15,000-bu. eltr. sided with corrugated, galvanized steel and a 3-room grain office in bungalow style of architecture, with slate roof, and stone porch, finished in interior in early English, steel ceilings and up-to-date equipment. The eltr. will have 2 stands of legs, U. S. Sheller, Invincible Cleaner, Wolf 3-high roller, mill operated by a 25-h. p. gasoline engine.—W. H. Hurley.

## KANSAS CITY LETTER.

The Gulf Eltr., owned by the K. C. S. Ry., has been leased to the Midland Eltr. Co. The J. Rosenbaum Grn. Co. had been operating this eltr. until June 1 and will continue to operate the Terminal Eltr.

J. C. Lovrien, formerly A. G. P. A. of the Frisco System, has purchased an interest in the Orthwein-Matchette Co., and has applied for membership in the Board of Trade. He bot the certificate of J. F. Parker, who left Kansas City two years ago.

Fat and lean members of Kansas City Board of Trade played a game of ball recently the losing team to contribute \$100 to the Y. W. C. A. building fund. The "Leans" were winners of the contest between the "Fats" and "Leans," and will be challenged by a third team of members, cycled the "Perfect Figures."

The Henry Lichtig Grain Co. is sending out with its compliments a copy of Cuthbert Powell's year book of the Kansas City Board of Trade containing the rules of that market for grading grain, the daily range of quotations for each grade of grain during 1908, receipts and shipments by months and general crop statistics.

The Park Eltr., owned by the Nelson Grain Co., that burned about 4 o'clock in the morning of May 24 was an old building of 100,000-bu. capacity, that had been used partly as a plant for the preparation of alfalfa meal. At the time or the fire, supposed to have originated from a defective or corroded electric light wire, the eltr. contained 30,000 bus. of corn, 12,000 bus. of oats, 12 cars of alfalfa meal and 2 cars of molasses. The building was valued at \$20,000 and contents at \$25,000, insured.

## ST. LOUIS LETTER.

Expect to see a good movement of corn and some oats soon.—C. L. Wright.

Business is very quiet and advices indicate it will continue to be light.—Jas. O'Connor.

Cash wheat broke price records last week, No. 2 red selling at \$1.65, the highest since 1867.

J. R. Pendleton is spending a few weeks in California. L. A. Cooksey is in charge of his business during his absence.

Business is the worst ever. Only 11 cars of wheat here in 3 days. How can a man in the wheat business make money?—C. Cotttingham.

Wilbur Christian has severed his connections with the Sherry-Bacon Grain Co. and has taken charge of the business of S. S. Carlisle & Co.

Doesn't look as if we were going to get much of a movement before the new crop. Inquiries are coming in for bids on new wheat.—Marshall Hall.

Shippers of feed report that the Southern trade has been buying large quantities of adulterated feeds, and the demand for alfalfa products has been urgent.

Business has been very quiet and I do not expect to see any change until the new crop begins to move. Indications point to a good average crop.—W. C. McCoy.

About 90 of S. S. Carlisle's friends surprised him May 22 by presenting him with a handsome silver service, as a token of the esteem in which he has been held by his business associates here for many years.

Weighing has been discontinued by the Merchants' Exchange Weighing Buro at the warehouse of Clark Bros.; and the East St. Louis scale of the Big Four Railroad has been closed.

Henry F. Meyer, the well-known grain dealer, and his second cousin, Miss Carrie A. Meyer, were married recently at Henderson, Ky. Mr. Meyer is 58 years of age and this is his third marriage.

It now looks, since the May deal is over, like cash and July wheat were trying to get together. The cash business has been dull because there has been no movement of grain, but the option business was never better.—T. B. Morton, Jr.

The John V. Botto Grain Co. was organized May 15th. Mr. Botto was formerly V. P. of the Traders' Grain Co. and decided to launch into business for himself. He began in Memphis in '89 and has devoted almost his entire life to the trade.

The Webster Grain Co., which has its principal office at San Antonio, Tex., has opened an office in St. Louis and Van A. Webster will make this the main office Aug. 1. The office at San Antonio will be maintained as a branch. The firm will do a receiving and shipping business.

H. J. Berry, who for a number of years has been connected with the W. L. Green Commission Co., has severed his connection with the firm, and has taken up his abode in Texas. He was forced to leave St. Louis on account of his health. The many friends of Mr. Berry hope he will soon recover his natural vigor.

During the last 2 months business has been very unsatisfactory. There has been no wheat movement and little oats for sale. I expect to see new wheat start off at a high price, and then to see a slump later. Think the harvest this year will be two weeks late. The cool, damp spring delayed wheat, but was fine for it.—J. E. McClellan.

Seth W. Cobb, an old-time commission merchant who had served in every position as an official from the committees to the presidency of the Merchants' Exchange, died May 22. The Exchange rostrum will be draped in black for 30 days in honor. Mr. Cobb was a modest, retiring man with a pleasing personality that won him a host of friends. Besides being a successful business man, he served two terms in congress. He had retired from business some years on account of poor health.

## MONTANA.

Glendive, Mont.—E. E. Clark of Miles City is considering building an eltr. here.

Columbus, Mont.—W. E. Kinney of Miles City is considering opening an eltr. either here or at Laurel.

Judith Gap, Mont.—D. W. Bundy, who has been the buyer for the McCaul-Webster Eltr. Co., has been appointed general superintendent, with headquarters at Great Falls, Mont.

## NEBRASKA.

Wauneta, Neb.—The Updike Grain Co. has bot a Hall Signaling Grain Distributor.

Sutton, Neb.—The Sutton Farmers Grain & Stock Co. will install a Hall Signaling Grain Distributor.

Sawyer, Neb.—The eltr. of the Nye Schneider Fowler Co. burned on the night of May 16, destroying 772 bus.

wheat, 770 'us. of corn and 550 of oats. The company will rebuild.

Omaha, Neb.—The Crowell Lumber & Grain Co. has moved its general offices from Blair to the 7th floor of the Brandis Bldg.

Grand Island, Neb.—The eltr. of the T. B. Hord Grain Co. is being taken down, to be replaced with a larger structure up-to-date.

Hoskins, Neb.—To the list of operators of grain eltrs. in Nebraska should be added the Anchor Grain Co. at this place, with S. E. Swanson, agt.

Red Willow, Neb.—A second grain house was built at this point last season, that of the Farmers' Shipping Ass'n.—W. Byfield, McCook, Neb.

Omaha, Neb.—We intend to build a number of alfalfa mills in various parts of the west, these mills to supply our Omaha terminal with the necessary alfalfa meal for our mixed feed.—M. C. Peters Mill Co.

Byron, Neb.—The statement published in Journal for May 10, page 614, to the effect that Farmers' Eltr. Co. had been instructed by court to cut out penalty clause, was in error. The judge simply dismissed the case.

Lincoln, Neb.—W. E. Morely has been appointed local mgr. for the Updike Grain Co. Realizing Lincoln's importance as a grain center, the company will handle here the string of eltrs. it operates on the Burlington.

Omaha, Neb.—A conference on the coming corn exposition was held recently by the executive committee of the exposition in the office of Pres. G. W. Wattles. The show is to be held in the Auditorium Bldg. and temporary buildings.

Schuyler, Neb.—While climbing down from a car of wheat he had been testing, Russell Sigler slipped and fell to the ground recently, striking his head on a rail and rendering him unconscious for some time. Unless complications set in, the injury is not expected to prove serious.

Bookwalter, Neb.—The Bartling Grain Co. is taking down its old eltr. and is excavating for a new one of 7,500 bus. capacity, to be equipped with hopper scales. G. H. Birchard has the contract. The Johnston Grain Co. is remodeling its eltr. and installing a new 10-h. p. gasoline engine.—O. Hanson, agt. Duff Grn. Co., Lessee of eltr. of Bartling Grn. Co.

Long Pine, Neb.—We are converting a shovel house, 24x36, into an eltr. We have its foundation about completed and intend to push construction to complete this eltr. of from 12,000 to 15,000 bus. capacity about July 1. We will put in grinders designed especially for grinding rough feed. We will conduct our business here under the firm name of Krotter & Hall Lbr. Co.—Wm. Krotter.

Greenwood, Neb.—The eltr. of the Duff Grain Co. burned in the afternoon of May 28, causing a loss of about \$8,000 on the building and \$400 on grain. The men in charge of the eltr. saw the fire soon after it started and threw a bucket of water on it, nearly quenching the blaze; but before they could get more water the fire had taken a fresh start and soon got beyond control. The company was considering repairs within a short time and had already installed a new 18-h.p. Foos Gasoline Engine to replace the old 25-h.p. steam engine.

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# The GRAIN DEALERS JOURNAL.

Ponca, Neb.—The report appearing in the newspapers that our gasoline engine exploded and was wrecked is wrong. The engine was recently rebuilt and there was some waste left in the cylinder carelessly, which exploded and blew out the waste. The report was loud, was heard several blocks away and gave rise to the false report. No damage was done to the engine or building.—P. McCabe, agt. Anchor Grain Co.

Omaha, Neb.—The Farmers' Grain Co. has just held its annual meeting. Its Pleasanton station shows that the past year has been unusually successful. The capital of the station is about \$5,300, the gross profits were over \$5,000, and the net profits about \$3,500, so that after paying all expenses and transferring a neat sum to the surplus fund, there will be a cash dividend paid equal to more than 50% on the stock. This dividend will be made in dual form; 12% being paid on the stock and the balance being distributed in grain dividend proportioned on the amount of business given to the company by the stockholders.

York, Neb.—I think what the grain dealers of Nebraska need is a greater appreciation of each other's interests; and an organization that has for its aim the promotion of mutuality and harmony among its members should be encouraged. In our estimation the grain business is nothing unless there is good will and harmony among dealers. The old notion that competition is the life of trade, when applied to the grain business, when reduced to its last analysis, means that competition is the survival of the fittest and cannot be justified on any other ground. The grain business is of such a character that uniformity of price among dealers is highly essential to the realization of a legitimate profit, and co-operative concerns are so constituted to meet their running expenses that they need this harmony and good will of their competitor as well as individual and line houses. We do not mean to say that an arbitrary price agreement is necessary to accomplish this end, but the different interests should work more in harmony, the antagonistic spirit that now prevails between co-operative and line houses should be banished and each should meet the other on a common ground, and this, we believe, could be furthered thru an ass'n whose secretary would hold meetings at different places over the state for the purpose of discussing with its members their trade interests, remembering that peace has its victories as well as war. When the producer once realizes that no ultimate good can come out of grain fights, he will be a friend to such a movement.—H. L. Alden, agt. Foster Grain Co.

## NEW ENGLAND.

Boston, Mass.—The Chamber of Commerce and the Merchants' Exchange have been consolidated, and a committee is nominating officers for the new Chamber of Commerce.

Winchester, N. H.—W. N. Potter & Sons of Greenfield, Mass., have purchased the grain and feed business of Ball & Ripley at this point, making the 12th store in the new owners' system.

Concord, N. H.—The grain storehouses of G. N. Bartemus, filled with hay, grain, flour and a large quantity of baled shavings, burned June 1. The baled shavings and a high wind made a dangerous fire in the frame building. The stock was

insured for \$8,000. The building is a total loss.

Boston, Mass.—F. A. Noyes, H. B. Moore and R. T. Hardy of the transportation committee of the Chamber of Commerce have recently made a western trip to get concerted action by the various exchanges to have the per diem and stopoff charges on grain in transit removed or reduced.

## NEW JERSEY.

Westfield, N. J.—R. H. Hohenstein will move a frame building and remodel it into a grain storage house.

## NEW YORK.

The New York State Millers' Ass'n will hold its annual meeting July 8 and 9 at Thousand Island Park.

Rochester, N. Y.—The Bantel Grain & Feed Co., incorporated by Charles H. Bantel, Edward C. Campbell and Geo. H. Miller; capital \$9,000.

Brooklyn, N. Y.—Charles E. McLaurin, a grain broker of Manhattan, died at his home in this city May 20, after a ten days' illness. He was a native of England. His body was taken to Rochester for interment.

New York, N. Y.—Harry W. Rubins, active several years ago in the local grain market, but in recent years with F. H. Peavey & Co. of Minneapolis, has applied for admission to membership in the New York Produce Exchange, to represent that firm, of whose branch office in this city he has charge.

## BUFFALO LETTER.

Grain trade in Buffalo is almost at a standstill. All supplies are light and all sales are for immediate consumption.

Purchase of the Watson Eltr. site for a turning basin has been recommended by the aldermanic finance committee, the cost to be \$56,000.

Pres. McDougal of the Chamber of Commerce says that he is not yet ready to name the successor to Walter J. Shepard as sec'y. He is going to wait until he finds the right man.

Among the new members of the Buffalo Corn Exchange recently elected are George E. Pierce, manager of the Wheeler and Mammoth Eltrs., W. E. Swanz of the Seaboard Forwarding Co., and H. C. Hamilton, division freight agent of the Lehigh Valley R. R.

Buffalo still seems to be getting its share of leaking cars. Late reports to the inspector's department of the Corn Exchange show that from 35 to 40% are leaking or without seals. This, however, shows no apparent change from reports for six months back.

The Husted Milling Co. has filed application and plans with the building department of the city council for a permit to build a 6-story grain eltr. to cost \$40,000. It also sent a check for \$100 to the Firemen's Benevolent Ass'n in appreciation of the good work at the recent fire in the company's mill.

Quick work by employees prevented a disastrous fire at the plant of the Washburn-Crosby Co. early in the morning of May 29. A watchman discovered a fire in the grain conveyor running from the Frontier Eltr. to the Washburn-Crosby mill. Employees kept the fire under control until the arrival of the firemen. Friction is supposed to have ignited the dust in the conveyor. Loss, \$200.

The city council has refused to permit to the Hydraulic Milling Co. to build an eltr. 54 ft. high on Filmore av., on the ground that the eltr. would depreciate the value of surrounding property, mostly cheap dwellings. The matter will probably be taken to the courts, tho the company has not yet fully determined on its course of action.

For the second time within two months fire was discovered at the eltr. of the Globe Eltr. Co., at noon of May 25. It started in a grain bin and was supposed to have been caused by a dust explosion. It gave the firemen a stubborn fight for about two hours; loss, \$1,000. Repairs of damage caused by the previous fire had just been completed.

A fair amount of grain is moving thru the canal, compared with last year, when the rates were so high that most of the business went by rail. Wheat to New York is quoted at 3½ cents, although some boats are accepting 3½ cents. Oats are 2½ cents to the same port. Rates are unsettled, but it is hardly believed that they will advance to the figure they did last year, which was around 5 cents on wheat.

Buffalo brewing interests are keeping pretty close tabs on what the senate and house of representatives will ultimately do in the matter of the tariff on Canadian barley. The local brewers would have the tariff reduced so that they can buy more Canadian barley, because they believe it to be better than the Western product and that it would improve the quality of the brews. It is believed that in the end a slight reduction will be made from the present tariff. Local trade in barley is very quiet, most maltsters report that they have all that they have immediate need for.—J. C.

## NORTH DAKOTA.

Bucyrus, N. D.—The Empire Eltr. Co. is building an eltr.

Buchanan, N. D.—Mr. Fritz Falk, an eltr. agt. here, was drowned recently.

Glasston, N. D.—Ed. Armstrong has resigned as agt. for the Interstate Grain Co.

Sykeston, N. D.—Chas. Stewart has been appointed local agt. for the Monarch Eltr. Co.

Milton, N. D.—Geo. Walsh of East Alma is the new local agt. for the Northwestern Eltr. Co.

Bowbells, N. D.—The eltr. operated by the Royal Eltr. Co., burned recently. Mr. Kelter, its owner, intends to rebuild.

Jamestown, N. D.—The eltr. of the Occident Eltr. Co., built 28 years ago, is sagging and needs a new foundation.

Max, N. D.—Alex Harchanko, formerly agt. for the Osborne-McMillan Eltr. Co., has gone to Canada to remain until Aug. 1.

Ellendale, N. D.—Edward Pehl will build a 25,000-bu. eltr. between this place and Forbes. H. R. Hasvold has the contract.—A.

Oakes, N. D.—C. E. Knox has bot the eltr. of the Atlas Eltr. Co. and will operate it under the name of the Knox Grain Eltr. Co.

Gackle, N. D.—The Farmers' Eltr. Co. has been incorporated with a capital stock of \$10,000 by Geo. Elhard, Jacob Muller, Jacob Gutschmidt and others.

McHenry, N. D.—The eltr. of the Duttee Grain Co., containing about \$3,000 worth of grain, burned to the ground on the night of May 25. Total loss, \$15,000;

partly insured. Fire supposed to have been caused by a hot box.—H. C. Barber, buyer, Far. Eltr. Co.

Beach, N. D.—Chas. E. Chadderton, charged with embezzling \$1,600 from the Minn. & Western Grain Co., while acting as its agt. at this point, has been found guilty.

Blanchard, N. D.—The State Eltr. Co. has closed its house for the remainder of the year and its former agt., John Dige, is now employed by the Great Western Eltr. Co.

Bismarck, N. D.—Among the candidates for the position of member representing North Dakota on the Minnesota Board of Grain Appeals are N. Nelson of Sherwood, and C. C. Peterson of Harvey.

Brampton, N. D.—The recently incorporated Brampton Farmers Eltr. Co. has elected J. C. Albro pres. and Geo. H. Riggan secy., and has let the contract to Moulton & Evans for a 30,000-bu. eltr. to cost about \$7,000.

La Moure, N. D.—The special meeting of the state railroad commission to hear the complaints of discrimination in rates on grain from the southeastern part of the state to the terminal markets will be held June 15 at this place.

Streeter, N. D.—The Independent Eltr. Co., a farmers' organization, that recently bot the eltr. of the Lyon Eltr. Co., has been incorporated by Jacob Graf, Sr., Gottlieb Kranzler, and Phillip Meyer; capital stock, \$6,000.

Tyler, N. D.—The eltr. of the Farmers Eltr. Co. was blown down by the cyclone of May 29 and destroyed. Herman Helwege had a load of wheat in the eltr. at the time. His team was buried in the rubbish and one horse killed.

Langdon, N. D.—A tornado at this place May 29 razed the eltrs. of the National Eltr. Co. and the Amenia Eltr. Co. The Amenia Eltr. was torn from its foundations and is a total loss. The National Eltr., which was struck next, was wrecked in an amazing manner. It was a huge double eltr. of 50,000 bus. capacity. It was lifted across two tracks of the Great Northern, turned over so as to be upside down, and was then completely demolished.

Grand Forks, N. D.—The Minnesota Chamber of Commerce has offered special prizes amounting to \$250 for the best exhibit of red fife and blue stem wheat shown at the state fair to be held here July 20-24. A first prize of \$100 and a second prize of \$25 will be paid for the best 10 bushel lot of red fife wheat, to be judged by its purity and freedom from mixture and to be entirely free from noxious seeds, prizes to be awarded to the actual grower of the wheat. Also a first prize of \$100 and a second prize of \$25 for the best 10 bushel lot of blue stem wheat. Many other prizes are given in the premium list which may be obtained of the sec'y of the state fair ass'n, M. C. Bacheller, Grand Forks.

## OHIO.

Pemberton, O.—Simmons & Cook have enlarged their office.

Eldorado, O.—We are going in the grain business very shortly.—A. W. S. Locke.

Toledo, O.—The Produce Exchange will hold a special election July 6 to choose a successor to C. L. Cutter, who has resigned his position as a member of the board of directors.

Cleveland, O.—Business has been very quiet in Cleveland. We have been just about holding our own.—E. I. Bailey.

Cincinnati, O.—We have had a splendid demand for wheat, otherwise business is dull.—A. C. Gale, the Gale Bros. Co.

Sugarcreek, O.—J. Snyder is building a warehouse and grain eltr. He is now living at Walnut Creek, but will move here soon.

Cincinnati, O.—Dealers in grain, hay and feed in this county contemplate organizing a protective ass'n and agreeing for a fair margin of profit.

Cincinnati, O.—Gale Bros. Co. are remembering friends with a June desk calendar, having a copy of the painting in colors by Gutman, "The Runaways."

Cincinnati, O.—The directors of the Chamber of Commerce have appointed Superintendent Chas. B. Murray to request the railroads for rates on grain from Kentucky and Tennessee more favorable to this market.

Mansfield, O.—A verdict for \$25,000 was returned, May 28, against the B. & O. R. R. Co. in the suit by the Cockley Milling Co. to recover the value of a grain eltr. burned in 1905. The fire was caused by a spark from an engine.

Bellevue, O.—The Farmers' Grain Eltr. Co. is building a steel eltr. with a capacity of 15,000 bus. and additional ear corn storage for 2,500 bus. The plant will consist of 8 steel tanks and a main warehouse, 30x52 ft., equipped with gasoline engine and scales, Monitor Cleaner, and corn sheller. The work is being done by the Croghan Engineering & Constructing Co.

Cincinnati, O.—For using the mails to defraud in conducting a bucket-shop the district court here June 8 imposed \$200 fine and 6 months in jail upon Louis W. Foster, John M. Gorman, Walter Campbell, A. C. Baldwin, Edwin Heil and J. M. Scott. The sextet had continued Odell's bucket-shop after his death, appropriating to their own use the \$300,000 of cash assets of the Odell Brokerage Co., and making away with \$1,000,000 additional furnished by the public.

Toledo, O.—I gathered from the Millers' Convention in Chicago, that they seemed to have enough of political inspection in the states, and didn't care for the Govt. to take hold. I think they also have their fill of the work the Govt. might do, in Prof. Wiley, and his bleaching scheme. They think that Wilson's estimate of farm reserves March 1 was way off. I believe that the high prices we have had during the year will stimulate production all over the world, and that the consumer will eventually benefit from high prices.—Fred Mayer.

Toledo, O.—Edward H. Culver, chief grain inspector of the Produce Exchange, is energetically pushing the grain exhibition to be made at the big Toledo Fair Sept. 13 to 18. He is sending out a very large lithographed poster with bright colors to catch the eye of the grangers of Ohio, Indiana and Michigan. Mr. Culver, who is also director general of the fair, officially known as the Lucas County Fair Ass'n, is mailing premium lists and the rules to govern the exposition. For the grain exhibit a special building will be erected at the fair grounds, the contract having been let. The building will be of concrete, 80x186 ft. While the fair will be of special interest to farmers, premiums are offered to grain dealers and millers also for the best exhibits of grain handled by

**NON-SIFTING  
SAMPLE ENVELOPES  
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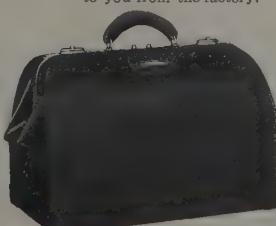
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# The GRAIN DEALERS JOURNAL.

them, open to dealers in the three states. No fee is required for entry, which should be made to L. E. Clark, sec'y, Toledo.

## OKLAHOMA.

Lindsay, Okla.—We are going to put in a Marseilles Sifter.—W. L. Keel.

Capron, Okla.—The Farmers Grain & Coal Co. has bot a Hall Signaling Grain Distributor.

Davidson, Okla.—Williams & Cunningham have gone out of business.—Davidson Grain & Fuel Co.

Chickasha, Okla.—The Moore Grain Co., incorporated by F. E. V. and J. H. Moore, directors; capital, \$20,000.

Hastings, Okla.—C. C. Epps has bot a Richardson eltr. and bagging scale from the P. H. Pelkey Construction Co.

Medford, Okla.—I am placing a new foundation under my eltr. and building a new engine room.—A. M. Edwards.

Tuttle, Okla.—The Wheatland Gr. & Lumber Co. will put in an iron tank for a water reservoir.—B. C. Headrick.

Chickasha, Okla.—The Choctaw Flour & Feed Co. has bot a Richardson Eltr. Scale from the P. H. Pelkey Construction Co.

Okarche, Okla.—The El Reno Mill & Eltr. Co. is building an eltr. here; and the Farmers' Co-op. Mill & Eltr. Co. has let the contract for repair work to J. A. Horn.

Hinton, Okla.—The Red Top Grain Co. has let the contract for the machinery it will install in the eltr. It is overhauling to the P. H. Pelkey Construction Co.

Caddo, Okla.—We will build an eltr. and grain storage tanks here. We will install a large sheller, chop mill and roller meal mill.—Wethers Grain Co., Greenville, Tex.

Tonkawa, Okla.—Tonkawa Mill & Eltr. Co., incorporated by Williston J. and F. D. Stevens of Wichita, Kan., Alfred Finke and James H. Eungard of Tonkawa and others; capital, \$20,000.

Mangum, Okla.—The Mangum Mill & Eltr. Co. has purchased a complete eltr. equipment, including power shovel, spiral conveyor, steel spouting, bucket eltrs. and power-transmitting machinery from the Weller Mfg. Co., for its house, remodeled and improved by J. A. Horn.

An ass'n of alfalfa meal millers and feed mixers has been organized with J. A. Walker of the Altus Alfalfa Milling Co., Altus, Okla., as pres.; L. L. Wiles of the Alfalfa Meal & Milling Co., Cherokee, Okla., as vice pres.; G. M. Snavely of the Lamont Alfalfa Milling Co., Lamont, Okla., sec'y-treas. Annual meetings will be held.

Frederick, Okla.—We will begin building as soon as possible to replace our eltr. that burned May 17. We will build an eltr. of about 20,000 bus. capacity, and an ear-corn eltr. of 10,000 bus. capacity with a 125-bbl. corn mill in connection. The eltr. will be equipped with car puller, track scales, cleaning machines, clipper, power shovel and corn sheller.—Cox-Campbell Grain Co.

Hobart, Okla.—The capital stock of the Alfalfa Milling Co. has been increased from \$15,000 to \$25,000 and the plant will be enlarged to double its present capacity. The mill is now 40 cars behind in its orders, and the plant must be enlarged to meet the increasing demands of its growing business. Dr. E. F. Dun-

lap, pres. of the First National Bank, will hold a considerable portion of the stock, while the management will remain in the hands of W. W. Lampkin, founder of the mill, to whose efforts the success of the enterprise is largely due.

## OREGON.

Portland, Ore.—The Portland Board of Trade has suspended operation on account of strong opposition. The quarters of the Board have been vacated, and Fred Muller, formerly sec'y, has organized the North Pacific Trust Co.

Portland, Ore.—Albers Bros. Mfg. Co. has purchased the docks known as Greenwich Nos. 1 and 2, for over \$500,000. With what they already owned they now have more than 600 ft. of waterfront suitable for deep sea shipping, and they intend to enlarge their cereal plant at this port. They have branch plants at Seattle, Tacoma, and other Northwestern points.

## PENNSYLVANIA.

### PHILADELPHIA LETTER.

Business has been fair. Look for it to pick up soon.—J. B. Dupuy.

William C. Wilkinson, a prominent grain broker and member of the Commercial Exchange since 1883, has been confined for some time in a sanitarium, in a hopeless mental and physical condition.

William Howell, Jr., one of the best-known export grain brokers on 'change, with his many friends mourn the loss of a promising only son at the age of 34, who died after a brief illness at his home in St. Davids, leaving a wife and three half-grown boys.

After being cut out for nearly half a century, the big freight steamer Luckenbach left Philadelphia for New Orleans and adjacent points loaded down with 1,500 tons of merchandise, including flour and grain, the first shipment of the Gulf Steamship Company.

Corn receipts here for the last five months over the same period of 1908 increased 1,318,996 bus. Wheat decreased 1,608,334 bus., with oats 277,011 bus. less. In exports corn increased 1,996,505 bus., but wheat fell behind 2,453,044 bus., against the corresponding five months last year.

Since the boycotting of some of the Western trunk lines by receivers here on account of refusal to adjust freight rates and maintaining onerous diverting charges, thousands of tons of grain have been shipped on other more favorable routes to this city and the end is not yet.—S. R. E.

## SOUTH DAKOTA.

Wessington, S. D.—G. W. Van Dusen & Co. will build an eltr. here.

Rockham, S. D.—Chas. Erickson will take charge of the eltr. of the Eagle Roller Mills Co.

Watertown, S. D.—F. E. Burk will succeed H. B. Hodgson as local agt. for the Atlas Eltr. Co.

Yankton, S. D.—The Excelsior Milling Co. is clearing a site near its mill on which to build a \$2,000 eltr.

Webster, S. D.—Herman Olson is buyer at the eltr. Ross E. Parks bot last winter of the Reliance Eltr. Co.

Columbia, S. C.—Ed. Griffith will succeed John Moes, resigned, as agt. at the eltr. of the Eagle Roller Mill Co.

Wagner, S. D.—The King Grain Co. will put in an eltr. about half way between this point and Lake Andes.

Cresbard, S. D.—De Merssman Bros. have bot the eltr. of A. J. Rieger and will operate it in the coming season.—A.

Emery, S. D.—I have sold my grain and coal business to Hoffer & Walter and will give possession June 15.—P. T. Fiszel.

Groton, S. D.—A local company, composed of F. G. Blueburg, W. D. Wood, Julius Wagner, H. E. Cassel and A. W. Kruse, has bot the eltr. of the Empire Eltr. Co.—A.

Langford, S. D.—Eric Aspen of Claremont has taken charge of the eltr. of the Brown Co. Farmers Eltr. Co., as mgr. and buyer.

Mitchell, S. D.—The M. T. Shepherdson Co. has opened a branch office for its grain business in this city, with Wm. R. Smith in charge.

Waubay, S. D.—The Webster Grain & Fuel Co. has bot Eltr. No. 1 and coal sheds of the Empire Eltr. Co. L. L. Holm is mgr. for the new owners.

Raymond, S. D.—I was transferred from Walnut Grove, Minn., to take charge of the eltr. at this point of G. W. Van Dusen & Co.—J. Foster.

Howard, S. D.—Chas. F. Levenhagen has resigned as mgr. for the Thompson Eltr. Co. and will take charge of the eltr. of F. C. Smith, Aug. 1.

Burke, S. D.—We will add a feed grinder to our eltr. equipment here and at St. Charles, especially designed for rough feed.—Wm. Krotter Co.

Foley sta. Watertown p. o., S. D.—Farmers have organized a company to build an eltr. here. Wm. Dean has been elected pres.; and Thos. Sweet, sec'y.

Dallas, S. D.—We are building an eltr. 20x28; capacity about 15,000 bus. We have the foundation nearly completed and will begin the superstructure about July 1.—Wm. Krotter Co.

Gettysburg, S. D.—The Farmers Eltr. Co. has purchased the eltr. and coal sheds of O. E. Mesick and will enlarge and improve the plant. They will be ready for the fall trade.—E. K. Harmon, sec'y-treas.

Letcher, S. D.—The Farmers Eltr. Co. will build a 35,000-bu. eltr., 28x23 and 40 ft. to the plate, entirely independent of the present eltr., but near enough to it that both can be operated by the same engine. This will give the company a storage capacity of 65,000 bus.

Wetonka, S. D.—This place is to have four eltrs. The Pacific Eltr. Co. will build a new one to replace that burned Mar. 4. The recently incorporated Farmer Eltr. Co. has let the contract for its new eltr. to H. B. Hasvold. Last year our three eltrs. were taxed to their utmost capacity. This season the four will have grain from an increased acreage.

## SOUTHEAST.

Lynchburg, Va.—The Piedmont Mills have purchased belt conveyor appliances, spiral conveyor and power-transmitting machinery from the Weller Mfg. Co.

Clarksburg, W. Va.—The National Products Co., which was recently formed to do a brokerage and shipping business, has A. M. Kidwell as pres., J. M. Patterson as sec'y-treas., and F. E. Thompson as field mgr.

Atlanta, Ga.—W. L. Fain, the whole-sale grain merchant, member of the firm of W. L. & W. M. Fain, bot a site last fall for \$20,550 on which he has built an up-to-date, 3-story grain warehouse and eltr., into which he will soon move.

Tampa, Fla.—Charging that 769 sacks labeled "100 lbs. Miller's Fancy Clipped White Oats" offered for sale by the Consolidated Grocery Co. are misbranded because they contain a mixture of other grains and are an adulteration, the federal government has seized and condemned the shipment; and disposition of the lot will be made at a hearing of the U. S. District Court at Jacksonville, Fla., June 15.

## TENNESSEE.

Obion, Tenn.—The Obion Mill & Eltr. Co. is building a brick addition to its corn eltr.

Memphis, Tenn.—The J. B. Edgar Grain Co. will increase its capital from \$10,000 to \$25,000.

Oakland, Tenn.—B. F. Heathman, M. F. Williams, James Tucker and others are organizing a \$10,000 grain concern.

Memphis, Tenn.—Geo. W. Brooke is having a warehouse erected, the plans for which were prepared by Kaucher, Hodges & Co.

Memphis, Tenn.—The Riverside Eltr. & Warehouse Co. has purchased a package eltr. and worm gear drive from the Weller Mfg. Co.

Memphis, Tenn.—The large 2-story warehouse is rapidly being completed by Fred Friedline & Co. for the Choctaw Mill & Eltr. Co.

Memphis, Tenn.—Additional storage bins are being built for G. E. Patteson by Kaucher, Hodges & Co., who recently completed his eltr.

Memphis, Tenn.—The Mississippi Eltr. Co. has recently let contract to Fred Friedline & Co. to build office and warehouse at Binghamton.

Jackson Tenn.—A warehouse in which Lawrence Taylor, a grocer, had stored \$3,000 worth of grain and feedstuffs, burned recently. Loss partly insured.

Johnson City, Tenn.—J. W. Ring, pres. of the Twin City Mills of Bristol, is heading a company to build a \$100,000 flour mill here, with a 40,000-bu. concrete eltr. The Macdonald Engineering Co. has the contract.

Memphis, Tenn.—J. M. Trenholm & Co. have bot complete equipment for their new eltr. from the Weller Mfg. Co., including car puller, Weller Improved Power Shovels, bucket eltrs., belt conveyors and rope drives.

Nashville, Tenn.—We recently bot a half-interest from H. H. Hughes in the eltr. and warehouse known as the Hughes Eltr. & Warehouse. This plant has a storage capacity for about 500,000 bus. of grain. It is the intention to operate the plant as a public eltr. and warehouse for storing and handling grain, hay and such other commodities as may be offered by the public. We are now organizing a new company to take over the property purchased, which will be known as the Central Eltr. & Warehouse Co.; capital stock, \$100,000. H. H. Hughes is pres.; Albert Rothschild, secy' and treas.; Ben McMurtry, supt. We have already bot additional ground for building purposes, as it is the intention to enlarge the plant in the near future.—Iowa Grain & Milling Co.

## TEXAS.

Quanah, Tex.—We are covering our eltr. with galvanized iron.—W. A. Mosely.

Bonham, Tex.—The Smith Moore Williams Grain Co. will put in a new sheller, corn and chop mills.

Seymour, Tex.—The L. P. Davidson Grain & Coal Co. has filed articles of corporate dissolution.

Brownwood, Tex.—The Austin Mill & Grain Co. will put in a new leg and new meal machinery.—D. W. King.

Goree, Tex.—Goree Grain & Eltr. Co. incorporated by J. B. Wadlington and J. S. Russell; capital stock, \$7,000.

Marshall, Tex.—We are overhauling our eltr. and getting it ready for big spring crop, which looks fine.—W. L. Pitts.

Houston, Tex.—Industrial Rice Milling Co. incorporated by J. J. Whitley, E. Rand and C. L. Dobbins; capital stock, \$60,000.

Temple, Tex.—I have just built a small storage eltr. Have put in oat clipper and will purchase chop mill.—A. E. Childress.

Temple, Tex.—I expect to put up a storage warehouse, but don't know just how soon. It will be a corn shelling plant.—A. B. Crouch.

Seymour, Tex.—The Seymour Mill & Light Co., which has an eltr. in connection with other business, has placed \$10,000 worth of new machinery in it.

Miami, Tex.—Construction has just been started on a small receiving eltr. for the Texas-Oklahoma Grain Co. by the P. H. Pelkey Construction Co.

New Braunfels, Tex.—The Landa Mills recently suffered a fire loss of \$30,000. One of the plant's big corn warehouses burned, containing a quantity of stored grain.

Vernon, Tex.—Both the Suell Grain Co. and the Texas-Oklahoma Grain Co. have had a 1,000-bu. Richardson Scale installed by the P. H. Pelkey Construction Co.

Amarillo, Tex.—The Rex-Perkins Co. has let the contract for a new, up-to-date eltr. to cost about \$15,000 to the P. H. Pelkey Construction Co., work to begin in a few days.

Hubbard, Tex.—It is reported that the Hubbard City Mill & Eltr. Co., whose plant burned April 15, will not rebuild. Am increasing my warehouse capacity 10 cars.—J. E. Surratt.

Sanger, Tex.—Work on the new eltr. of Smith, Wiley & Co. has just been completed by the P. H. Pelkey Construction Co. Equipment of power-transmitting machinery is furnished by the Weller Mfg. Co.

Granbury, Tex.—Local grain men are not acquainted with the members of the newly incorporated Hood County Mill & Eltr. Co. of Fort Worth. Some time ago the Granbury Mill & Eltr. Co. of Granbury, Hood County, was sold with the understanding that a reorganization would be effected.

Galveston, Tex.—Exports from Galveston to European ports from Sept. 1, 1908, to June 1, '09, were 4,777,005 bus. of wheat and 7,480,932 bus. of corn, compared with 7,894,756 bus. of wheat and 5,323,752 bus. of corn during the corresponding period of 1907 and '08, as reported by C. McD. Robinson, chief inspector of the Galveston Board of Trade.

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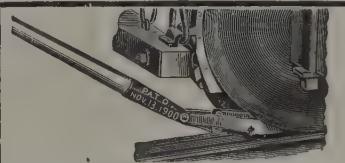
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A comparison of these figures with those of the two previous months, published in this column March 10 and April 10, shows a remarkable condition: not a bushel of export wheat has left Galveston for two months and not a bushel of corn was sent out last month, tho 389,126 bus. of corn was exported during April.

Amarillo, Tex.—The Early Grain & Hay Co., which broke ground for its new eltr. May 1, has bot equipment from the Weller Mfg. Co., including power shovel, pulleys and conveyors, and will install a Richardson Eltr. Scale and a bagging scale. Construction is being pushed rapidly by the P. H. Pelkey Construction Co.

Vernon, Tex.—Uncle Jeff Gibbs, who was elected sec'y-treas. Texas Grn. Drs. Ass'n to succeed H. B. Dorsey, has turned over his grain interests in the Kell Mill Co. to J. A. Cox. Mr. Gibbs expects to occupy ass'n headquarters in the Wheat bldg. Fort Worth, about June 15. Meantime Mr. Dorsey has been looking after the work.

Tom Bean, Tex.—The Tom Bean Grain Co., which owns the grain eltr. here, and is doing a grain and coal business, has recently been incorporated. The company has bought the grain warehouses that formerly belonged to the Cotton Belt R. R. Co. and will make extensive improvements on the plant this season.—G. A. Lackey, sec'y-treas. T. B. Bean Co.

Van Alstyne, Tex.—The Van Alstyne Eltr. Co. contemplated rebuilding its plant that was burned; but J. W. Webb, E. W. Rollow, G. H. Rogers and R. S. Fulton bot the remaining property of the Van Alstyne Eltr. Co. and all the capital stock of the Grayson Mill & Grain Co., and will operate under the name of the latter company, which has thus succeeded the Van Alstyne Eltr. Co. The management of the Van Alstyne Eltr. Co. has charge of the new concern, with E. W. Rollow, pres. He was the mgr. for the former Van Alstyne Eltr. Co.; and G. H. Rogers, sec'y. The new concern will have a storage and eltr. capacity of 100,000 bus. and a warehouse capacity of 150,000 bus., 3 hay and shuck warehouses, 2 corn shellers and steam shuck balers, corn mills, oat clippers and corn cleaners, good scale facilities and enough trackage to take care of almost any amount of business.—Grayson Mill & Grain Co.

### WASHINGTON.

Ritzville, Wash.—The Ritzville Warehouse Co. has let the contract for the erection of its 60,000-bu. eltr. for \$8,700, to be completed by Aug. 15. The company already has the largest warehouse here for handling grain. Its new building will enable it to handle grain in bulk. W. H. Kreager, mgr. of the Ritzville Flouring Mill, will have a steel storage tank erected of 50,000 bus. capacity to double the mill's present capacity.

Tekoa, Wash.—The recently incorporated Farmers Union Mill & Grain Co. has bot all the property of the Tekoa Mill & Grain Co., consisting of a steam roller flour mill, warehouses and sheds. A. B. Willard is pres. and L. J. Lauritzen sec'y of the new company organized to buy and sell grain, wool and coal, operate mills and build warehouses. Mr. Lauritzen will be continued as mgr. of the business, as he successfully handled the affairs of the old company since its organization several years ago.

Cunningham, Wash.—The Scott Union Co-operative Warehouse Co. incorporated; capital, \$10,000.

Pullman, Wash.—The milling in transit rate granted by the Oregon Ry. & Nav. Co. on wheat from the inland empire to tidewater is considered by the Farmers' Union as of great advantage to growers and millers.

### WISCONSIN.

Cedarburg, Wis.—The eltr. of W. P. Jochim burned some time ago.—John H. Dunn.

Lodi, Wis.—The Lodi Grain Co. incorporated by A. R. Reynolds, L. H. Spilde and others; capital stock, \$10,000.

Stoddard, Wis.—No eltr. here now. R. E. Jones & Co. sold out and their eltr. was torn down.—H. A. F., agt. C. B. & Q.

Lomira, Wis.—Stern Bros. are building a large malting plant at this point, which is near the center of Wisconsin's barley-growing district. The Soo line has built a spur to the site.

Fond du Lac, Wis.—I have severed my connection with the W. W. Cargill Co. as its agt. here and have gone into the flour and feed business. The Cargill Co. sold its house last winter to Boulay Bros.—Albert Rau.

Abrams, Wis.—We are the only ones operating an eltr. at this station. We are located on the C. M. & St. P. right-of-way. Our eltr. capacity is 5,000 bus. We use a gasoline engine.—Baudhuin Bros., successors to Baudhuin & Svoboda.

Wausau, Wis.—We intend to have a 35,000-bu. eltr. erected adjoining our mill, with C. M. & St. P. and C. & N. W. trackage. We have let the contract for the building and machinery to T. E. Ibberson.—Northern Milling Co., successor to F. W. Kickbusch.

### MILWAUKEE LETTER.

Wisconsin shippers have been holding their oats. Expect big movement in June.—H. M. Stratton.

Damp grain, brot from the Illinois Central eltr. in Chicago, caused spontaneous combustion in eltr. "B," resulting in damage of \$200.

By order of the B. of D. the fee for the inspection of grain screenings has been fixed at 30c per car instead of the present charge of \$1 per car.

A considerable amount of salvage grain is being rushed thru the eltrs. here in an endeavor to cool it, and it is rumored that Milwaukee interests have connections with the deal.

The 51st annual report of the C. of C. for the year ending December 31st, 1908, and fiscal year of the C. of C. ending April 5th, 1909, compiled by Sec'y Plumb, has been issued.

The first cargo of grain received here was that of the steamer W. B. Morley, consisting of a cargo of 92,000 bus. of wheat shipped at Superior. It was consigned to the Daisy Roller Mills.

The Kurth Brewing Co. of Columbus, Wis., has bot 8 acres for a site on which to build a large malting plant and eltr. to handle grain at the port of Milwaukee for its brewery at Columbus.

The will of the late Bernard Stern disposes of an estate of \$185,000, of which \$115,000 is in real estate. The residue of the property is left in trust for the benefit of the widow. Old employees of the mill have been remembered in a liberal manner.

One of the exceptional features of the corn crop this year, that is, the part which has reached Milwaukee, is that none of it is in condition to make it totally unfit for use, in most cases a running of it through the elevator having sufficed to restore it to normal condition.

Application for membership in the C. of C. has been made by W. D. Anderson, H. D. Metcalfe and Buell S. Simons, of Minneapolis. Application has been made for the transfer of the membership of the late O. Z. Bartlett and the late W. E. Waugh. R. H. Norris was recently admitted to membership by the B. of D.

A list of the commercial exchanges approved by the B. of D. whose members are entitled to a division of commission as provided in Sec. 1 of Rule 32, has been posted on the bulletin board; also a list of the licensed grain elevators of Chicago whose receipts are deliverable on contracts in this market until further notice.

Dropping down to Chicago on May 25th in a quiet and business-like manner, Chas. F. Glavin sprung a surprise on his many friends on 'change by wiring that he had fallen a victim to the shafts of Dan Cupid and taken Miss Lillian E. Clark, of this city, as his wife.

"The trouble that the millers are experiencing lies in the fact that with the available wheat they are unable to get just what they want." So says Frank Hinkley in reply to the operative millers' plea for government inspection of wheat. "They wouldn't get any better service under federal inspection than they now do under local inspection."

As a result of the visit of the Detroit Board of Commerce the revival of the agitation for an all-water freight rating from Milwaukee to Detroit and Cleveland is expected to be re-launched. A rail and water rating is in effect from Milwaukee to eastern lake ports, but this is considerably higher than the all-water rating from Chicago to those points, thus giving Chicago shippers an advantage over those of Milwaukee in that respect.

What is regarded as a highly important piece of legislation has just been passed by the Assembly at Madison in the shape of a maximum freight bill, which provides that before a railroad can raise its rates it must file the proposed increase with the railway commission thirty days before the change becomes effective, the commission being given the power to suspend the rate either on its own motion or on complaint of the shipper.

The pure food department of the government was attacked by H. M. Allis at the convention of the Fraternity of Operative Millers, who read a paper on "Co-operation Between Miller and Government." The government was criticised for persisting in raising the type of grain that the millers found satisfactory, and the department of agriculture was blamed for paying too much attention to theoretic information, and not heeding the protests of practical men.

With the showing of their samples on the tables a short time ago, Byrne Coughlin and J. V. Lauer were horrified, upon looking at them closely, to observe something entirely foreign to the samples neatly deposited in the boxes on the top of the grain. Byrne colored to his ears, and quickly started to use his pencil for a shovel when everyone

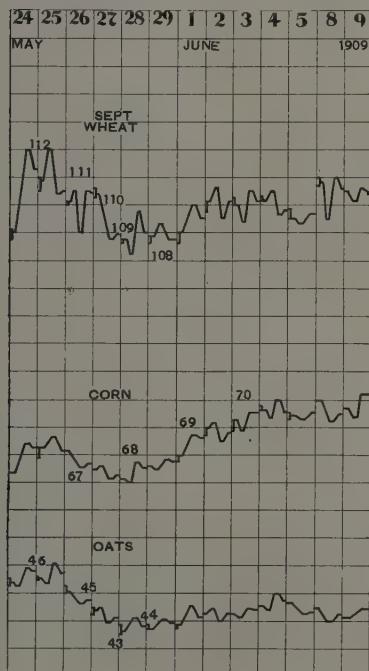
gathered around and the laugh was given. It happens that his brother, Tim Coughlin, who is also in the commission business, is a great dog fancier and he slipped one over on Bryne.

The offices of the Chief Grain Inspector have been moved to the second floor of the Chamber of Commerce, and the even light of three large north windows will facilitate the uniform grading of grain in the office. The inspection tables have been placed on a raised platform, about six feet from the floor in order to get the direct rays of light. The remainder of the office will be devoted to desks, reference case for samples and a counter over which the business of the office will be conducted. In order to obtain a direct light for the office the statue of "Commerce and Labor," which has stood above the entrance of the building for thirty years, was removed.

A new company just incorporated for \$200,000 under the style of Daniel D. Weschler Sons & Co., has decided to enter the malting business at Milwaukee and will erect a large plant south of the city limits. Daniel D. Weschler, the head of the firm, was an active buyer in this market about three years back, having conducted the Wm. Gerlach plant when that company was thrown into bankruptcy, later locating at Erie, Pa., where he operated a malting house. The personnel of the firm is Daniel D. Weschler, pres.; Raymond J. Weschler, vice-pres.; Geo. D. Weschler, sec'y and treas. Caspar W. Kalthoff, also from Erie, will act as superintendent and director of the plant.

## Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the September delivery at Chicago for 2 weeks prior to June 10 are given on the chart herewith.



## Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

C. M. & St. P. 45728, side tracked at Elk Point, S. D., June 9, door post broken in car, leaking oats badly.—W. W. Keech, agent, Fields & Slaughter Co.

C. B. & Q. 33959, was switched at Bushnell, Ill., June 8 from St. Louis Division to main line of the Q, going toward Quincy. Leaking 2 ft. back from side door; yellow shelled corn.—S. A. Hendee.

C. R. I. & P. 82760, passed thru Minden, Ia., June 5, leaking wheat from bottom of car. Plugged up with waste the best I could, but train stopped only a minute.—E. H. Anschutz, sec'y C. W. McCaustland Co.

C. & N. W. 35674, seal No. 336, was set out in yards at Moville, Ia. June 4 leaking badly. Ten bus. yellow shelled corn scattered along the track here.—W. L. Sanborn.

C. M. & St. P. 17190, was leaking badly May 28 at Madelia, Minn. The patent grain door had slid to one side of door, not being properly coopered.—J. J. Crowley, agt. Skewin Grain Co.

Wabash 51874, passed thru Colburn, Ind., westbound May 24, leaking white oats caused by drawbar being pulled out. Called train crew's attention to it.—W. F. Noble.

U. P. 68319, car going west on Stromsburg branch of U. P. May 22, Shelby, Neb., loaded with mixed corn. Was leaking slightly at side over truck. I repaired with waste best I could and think car went thru without further loss.—F. M. Leibee, agt. Omaha Eltr. Co.

S. P. 84822, leaking corn going south on Ill. Cent. at Rantoul, Ill., May 20.—Thomas Newlin, Tomlinson, Ill.

C. G. W. 7474 was in very bad wreck May 19 at Aurora, Iowa.—XX.

Wabash 62386, passed thru Arlington, Ind., on local freight May 15 leaking white shelled corn at side of draw bar. The car had chalk notation on side "Rush to C. H. & D. when O. K."—Hutchinson & Son.

I. C. 38842 passed Austinville, Iowa, May 14, leaking corn at end door. This car was delivered to the Omaha Bridge & Terminal Co. by the Mo. P. The car was evidently loaded in Neb.—H. Austin.

C. & E. I. 571, leaking white corn near door May 14, Tuscola, Ill. Car going north. Brakemen patched car best they could.—Parker & McCarty.

C. B. & Q. 27409 going east thru Libertyville, Ia., May 11, leaking very badly over forward truck.—Harlie Yost.

C. & N. W. 95276, passed thru Concord, Neb., May 5, going East, leaking corn at end of car badly.—A. L. Erickson, Agt. Benson Grain Co.

Mich. Cent. 61089, car corn going East, leaking over draw bar. Passed thru Dwight, Ill., Apr. 29. Car was loaded at Sunbury, Ill.—Frank Gibbons.

Colo. Mid. 1295, car corn going East leaking at end door. Passed thru Dwight, Ill., Apr. 29. Loaded at Sunbury, Ill.—Frank Gibbons.

I. C. 37096 at Cherokee, Ia., Apr. 24, leaking corn at side door post which was pushed out at bottom.—J. J. M.

C. R. I. & P. 54251, leaking in transit at Renfrow, Okla., April 20; siding had sprung near corner of car. Nailed it best I could.

A. A. 4304, Shepherd, Mich., April 19, southbound, leaking wheat at end through siding. Coopered best we could from outside. Claude H. Estes.

Big Four 11327, passed thru Thorntown, Ind., April 16, going south, leaking slightly under floor at end of car. R. S. Stoll & Co.

I. C. 12534, Pesotum, Ill., April 16, car leaking white oats thru siding just back of door or west side. The leak was a bad one. Car did not stop here.—Kleiss & Gilles.

Mich. Cent. 47039, Remington, Ind., April 18, car leaking oats at grain door. Bad leak. Car in eastbound train. Remington Grain Co.

\* Wabash 63271 passed thru West Lebanon, Ind., Apr. 9, going east, and leaking on side and end.—Sam Erskine.

THE BEST WAY  
to prevent short weights is to install  
the

## Kennedy Car Liner

in the old cars that you are compelled to load. Cost, \$1.40 per car.

FRED W. KENNEDY  
Shelbyville, Ind.

## CYCLONE BLOW PIPE CO.

### IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plan. Additonal auxiliary systems added where present systems are outgrown. Detective systems corrected and put in proper working order.

High and Low Speed Systems.

70-86  
West Jackson Boul.  
CHICAGO, ILL.



(Patented)

# \$50.00

is the minimum cost of maintaining one horse power for one year.

## THE "1905" CYCLONE



Destroys back pressure. Saves one-half the power.

Manufactured Exclusively by

**The Knickerbocker Co.**

Jackson, Mich.

### A New Oklahoma Elevator

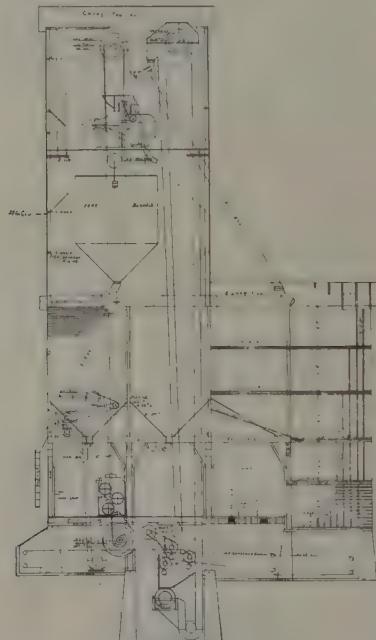
The importance of Oklahoma as a grain producing state increases each year. The pioneers who drove in schooners to the "Strip" and at the blast of a cannon, launched into a mad race for a farm and a home, have subdued the Indian country, and the fertile fields of the new state yield enough grain to visibly affect terminal market prices. Abundant harvests necessitate proper facilities for handling grain. The plans reproduced herewith represent a new elevator, just completed for E. J. Webb at Geary by J. A. Horn.

The plant consists of a head house with cleaning, grinding, elevating and conveying machinery, storage bins, and all necessary equipment for receiving and loading grain in wagon and car lots. A crib annex, brick engine room with cob house and a neat frame office make an up-to-date plant.

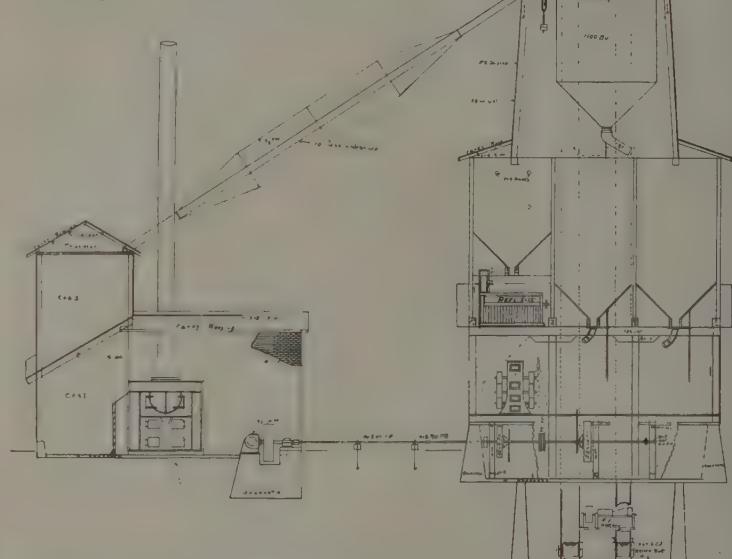
The working plant is 42 ft. high to the scale floor. The working floor is 24x30x10 ft. 6 in. high. The foundation of the building is concrete with base 36 in. bat-

tered to 18 in. at top. The basement has 7 ft. 4 in. clearing, with a concrete floor 4 in. thick. The boots and sheller set on 6 in. concrete bases. There are 5 hopped bins above the working floor each with 2,000 bus. storage capacity. The bins are cribbed and braced every 4 ft. with 4x4's set diagonally in cribbing. Each bin is equipped with a wrought steel turn head, and adjustable steel spouts which discharge to two legs or to wagons in driveway.

Two large legs with elevators equipped



Longitudinal Section of New Oklahoma Elevator.



Cross Section thru Elevator, Engine Room and Fuel room of E. J. Webb's Elevator at Geary, Okla.

with 18x7 cups and 50x24 hand pulleys elevate ear corn or small grain from car pit, dump sink and crib annex, also shelled corn and cobs from sheller. The grain is discharged from elevator heads thru 12 in. Reynolds distributing spouts and steel spouting into cleaner. It is then spouted from cleaner into a hopper scale or discharged into bins or crib. Two short legs are utilized in the grinding department for elevating grain, meal and chops.

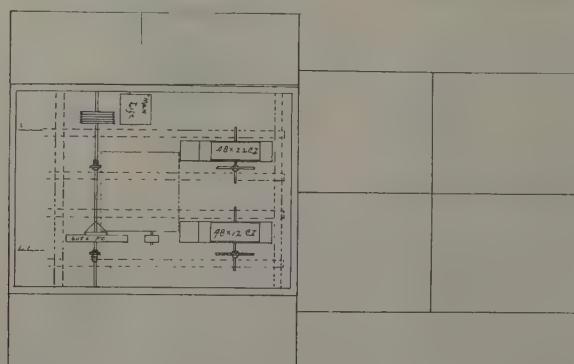
The machinery consists of 3 B. S. Constant Patent Chain Feeders, 1 from car pit, 1 from dump sink under driveway and the other from crib annex to a 1,500 bus. Western Sheller. All feeders are driven with Weller Standard Friction Clutches.

A 30 h. p. steam engine and 50 h. p. high pressure boiler furnish power for the plant. A shaft direct connected to engine transmits power to counter shaft in basement.

A No. 7 Invincible Corn & Cob Separator is located in cupola. A manlift facilitates access to the Texas. A 1,200 lbs. hopper scale with type registering beam on working floor, is on the scale floor above the bins. The scale will discharge into three bins or loading spout. The valve of the scale is operated from working floor with rack and pinion. A Cornwall Reel and 3 pair high roller mill are used in the feed department. The reel discharges meal into meal bin, and bran into chop bins.

All spouting is 16 gauge steel fitted with cast iron cases. Cobs from cleaner are spouted to cob house by a 10 in. galvanized self-supporting cob spout. The cob house adjoins engine room. The brick engine room and cob house are built 20 ft. from elevator, as specified by insurance rules.

Among other interesting features of the plant are turn heads, supplied with Weller Wire Rope Indicators operated from the working floor. Power is transmitted from main shaft to cupola by rope. All pulleys are cast iron. The outside of the main building is lined with shiplap, and covered with 28 gauge galvanized steel secured with galvanized head nails. The floors of crib annex and basement are concrete thus making the elevator rodent and water proof. The main building has storage room for 12,000 bus. and the crib annex capacity for 7,500 bus.



Cupola Plan of New Oklahoma Elevator.

## Supreme Court Decisions

**Carrier's Common Law Liability.**—To make a case against an initial or intermediate carrier on its common-law liability, the owner must prove that the damage happened while the property was in such carrier's custody.—Connelly v. Illinois Cent. R. Co. St. Louis Court of Appeals, Missouri. 113 S. W. 233.

**Acquiescence in Routing.**—After a carrier has refused to route cars as desired by a shipper, if the latter permits the carrier to take the cars for shipment, he acquiesces in the routing actually given by the carrier.—Missouri, K. & T. Ry. Co. of Texas v. Thompson. Court of Civil Appeals of Texas. 118 S. W. 618.

**Arbitration Final.**—Where a cause was referred to an arbitrator without limitation, his decision was final upon all questions of law and fact, unless he voluntarily reserved any question for review by the court.—Darrow v. Braman. Supreme Judicial Court of Massachusetts. 88 N. E. 5.

**Holder of B/L Has Title.**—Mere possession of a B/L is evidence of title in the holder, either general or special, to the goods embraced therein, and that the bill is not made nor indorsed to such holder is not material.—In re E. Reboquin Fils & Co., Inc. U. S. District Court, District of New Jersey. 165 Fed. 245.

**Sale of Good Will of Partnership.**—Ratification by a partner of the act of the co-partner selling the good will of the firm business can only be accomplished by the partner accepting the benefits of the sale with full knowledge of all the circumstances.—Griffing v. Dunn. Supreme Court of South Dakota. 120 N. W. 890.

**Damages for Closing of Trade by Broker.**—Recovery against a broker for converting stocks and wheat purchased on margin was properly based upon the highest market price within periods varying from a few days to within two months of the conversion.—Mullen v. J. J. Quinlan & Co. Court of Appeals of New York. 87 N. E. 1078.

**Assent by Shipper to Limitation of Carrier's Liability.**—Under the law of Iowa, the shipper's assent to limitation of liability embraced in the carrier's B/L, though signed only by the carrier, will be presumed by the shipper's acceptance of the bill and acting upon it, in the absence of fraud, imposition, or mistake.—Coats v. Chicago, R. I. & P. Ry. Co. Supreme Court of Illinois. 87 N. E. 929.

**Injunction Against Discrimination by Carrier.**—A shipper may invoke the equitable remedy of injunction to restrain a common carrier, in the discharge of its duty to the public, from granting discriminatory favors to other shippers to his prejudice and injury, where the remedy at law is not adequate or effectual.—Merchants' & Miners' Transp. Co. v. Granger & Lewis. Supreme Court of Georgia. 63 S. E. 700.

**Trade Custom.**—If both parties to a contract are engaged in the same trade, they will be presumed to have knowledge of a trade custom relating to the terms of delivery, though they have no actual knowledge thereof, and it is not essential that the custom be general or universal.—J. E. Smith & Co., Inc., v. Russell Lumber Co. Supreme Court of Errors of Connecticut. 72 Atl. 577.

**Presence of Arbitrators.**—While a majority of an arbitration commission may make a report, all the proceedings, hearings, and deliberations must be participated in by all the members; Burns' Ann. St. 1908, § 882, providing that all the arbitrators must meet together and hear the allegations of the parties.—Hermitage v. State ex rel Crim, County Auditor. Appellate Court of Indiana. 88 N. E. 114.

**Publication of Rates.**—Effective railroad regulation must begin with publicity of rates. The penalty for failure on the part of any carrier subject to the act to regulate commerce (Act Feb. 4, 1887, c. 104, 24 Stat. 379 [U. S. Comp. St. 1901, p. 3154]) to publish and file its rates is as severe as the penalty for failure to strictly observe such rates after filing.—United States v. Illinois Terminal R. Co. U. S. District Court, Southern District of Illinois. 168 Fed. 546.

**Consignee Under B/L.**—Within the provision of a B/L that, if the word "order" is written thereon before the name of the party to whose order the property is consigned, without any other limitation than the name of the party to be notified of arrival, the surrender of the B/L shall be required before the delivery of the property, the consignor may be the consignee.—Pisapia v. Hartford & N. Y. Transp. Co. Supreme Court of New York. 116 N. Y. Supp. 26.

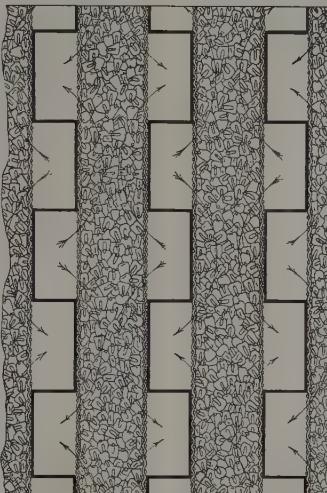
**Overcharge — State Jurisdiction.**—Where an interstate carrier represents to a shipper that a certain freight rate has been established between given points, and such rate has, in fact, been published, and the shipper sends his goods upon the faith of such representation and publication, and is thereafter coerced into paying a higher rate, a state court has jurisdiction to hear and determine his suit for the recovery of the amount thus overpaid.—Pine Tree Lumber Co. v. Chicago, R. I. & P. Ry. Co. Supreme Court of Louisiana. 49 South 202.

**Telegraf Delay.**—A cotton oil company sent plaintiff, engaged in buying cotton seed, a telegram stating that the sender would pay a certain amount and commissions for seed purchased, and in an action for negligent delay in delivering the message plaintiff claimed that, if the message had been delivered within a reasonable time, it could have bought seed at a slight excess of the amount named in the telegram, which would have been allowable under its contract with the oil company, and that it had lost storage charges allowable to it under such contract. Held, that such elements were not recoverable in the absence of a showing that defendant had knowledge of such provisions.—Clio Gin Co. v. Western Union Tel. Co. Supreme Court of South Carolina. 64 S. E. 426.

**Pretended Sale of Corporate Stocks.**—Hurd's Rev. St. 1908, c. 38, § 137a, makes it unlawful for any person to keep any bucket shop or office within the state, wherein is conducted or permitted the pretended buying or selling of shares of stock of any corporation, etc., on margins or otherwise. Held, that where an indictment against defendant charged him with keeping a place where was permitted the pretended buying and selling of shares of stocks and bonds of "certain corporations," and the only proof was a single sale by defendant of 10 shares of "Philadelphia & Reading," said by a witness to be a railroad, a conviction could not be sustained without proof of the corporate existence thereof, as the statute did not prohibit the pretended sale of stocks issued by persons, partnerships, or associations.—People v. Wirsching. Supreme Court of Illinois. 88 N. E. 169.

**Validity of Contract of Shipment.**—Interstate Commerce Act Feb. 4, 1887, c. 104, § 20, 24 Stat. 386 [U. S. Comp. St. 1901, p. 3169], as amended by Act Cong. June 29, 1906. c. 3591, § 7, 34 Stat. 593 [U. S. Comp. St. Supp. 1907, p. 906], providing that a carrier, on receiving property for interstate transportation, shall issue a B/L therefor, and be liable to the holder for any loss, and no contract shall exempt the carrier from the liability imposed, abrogates the common-law rule that each carrier is liable for the losses occurring on its own line, and makes the initial carrier liable for losses occurring on the lines of connecting carriers, and forbids it from exempting itself by agreement from such liability, but does not render void a clause limiting the carrier's liability to a specified sum, or exempting it from all liability in excess of that sum.—Greenwald v. Weir. Supreme Court of New York. 115 N. Y. Supp. 311.

## The Ellis Principle



¶ We make a specialty of small driers for the country elevator.

¶ They use nothing but cold air.

¶ They can be placed in the elevator itself, causing no increase in the insurance and eliminating the necessity of a separate building.

¶ The cost is so low that no elevator or mill operator can afford to be without grain drying facilities.

**Ellis Drier Co.**  
POSTAL TELEGRAPH BUILDING  
CHICAGO

# Seeds

Clover seed statistics are to be collected the same as on other crops in the future by the state of Iowa.

The condition of meadows in Michigan is reported by F. C. Martindale, secy of state, as 86 per cent of an average.

Guthrie, Okla.—The growing condition of alfalfa is 73.8 per cent.—Chas. F. Barrett, secy Oklahoma State Board of Agriculture.

The American Seed Trade Ass'n will hold its annual meeting June 21-25 at Niagara Falls, Ont. Sessions will be held at the Clifton hotel.

We are going to build a timothy seed elevator, or rather, double our present seed warehouse and elevator.—O. Gandy & Co., South Whitley, Ind.

Fire in one of the storerooms of the Lake Shore Seed Co. at Dunkirk N. Y., caused \$5,000 loss on the morning of May 24. The loss is fully insured.

The conditions of meadows, hay, on June 1 is reported by the U. S. Dept. of Agriculture to have been 87.6, against 84.5 on May 1 and 96.8 on June 1, 1908.

The Germain Seed & Plant Co. has been incorporated at Los Angeles, Cal. The capital stock is \$150,000, and the incorporators are C. Germain, H. S. Baer and F. H. Ford.

Madison, Wis.—The June 1 condition of clover meadows was 93 per cent, of alfalfa 90, and of timothy 92 per cent.—John M. True, secy Wisconsin State Board of Agriculture.

The Barteldes Seed Co., of Lawrence, Kan., is defendant in a suit for \$2,500 damages brot by Nelson Piper, who fell down the elevator shaft in their store building and broke his arm.

London, Eng.—Grave complaints keep coming in of serious damage to the hay crop by recent drought. Red clover, owing to poor prospects for next season, is firmly held.—*Telegraph*.

Professor H. L. Bolley has been appointed state seed commissioner of North Dakota, and will be assisted by Orin A. Stevens in the enforcement of the new seed law which will go into effect July 1.

Receipts of timothy seed at Chicago for the week ending June 5 were 405,770 lbs., against 272,465 lbs. last year during the corresponding week. Shipments for the week have been 40,000 lbs., against 314,618 lbs. a year ago.

David Frey, for 40 years in the employ of D. M. Ferry & Co., Detroit, Mich., has retired, aged 82 years. Employes and members of the firm manifested their respect and esteem by presenting the old gentleman with several gifts.

The Kentucky Commissioner of Agriculture reports "Clover looking well and with favorable weather will make a fine crop. Alfalfa doing well and making splendid yield, but weather not good for cutting first crop, not enough sunshine to cure it."

Meetings of wholesale and retail seed dealers were called at Nashville May 20 and at Knoxville June 1 by John W. Thompson, commissioner of agriculture of Tennessee, to discuss the provisions of the new pure seed law which went into effect June 1.

A. E. Reynolds of Crawfordsville and W. B. Foresman of Lafayette, of the Crabb's Reynolds Taylor Co., and Professor G. I. Christie of Purdue University, recently made a 4 days' automobile trip to view the growing clover seed crop. They went thru 18 counties of Indiana and traveled nearly 600 miles.

The daily receipts of clover seed at central markets at present reflect only the end of the season. At the leading market, Toledo, receipts for the entire week ending June 5 were only 60 bags and the shipments none. At Chicago for the same week receipts were 7,400 lbs. and the shipments none. A year ago Chicago received 1,290 lbs. and shipped 40,800 lbs.

London, Eng.—Season rapidly drawing to a conclusion. English reds rapidly nearing the end of huge crop. Bulk of crop has been very ordinary, still it has filled a big hole in United Kingdom demand. French reds rapidly following suit. American and Canadian reds by no means exhausted with prices reasonable. Alsike stocks held over will be very light.—*Corn Circular*.

Columbia, Mo.—The old clover is rather short and has made poor growth owing to the excessively hard winter and the continued cool weather this spring. The new clover, however, shows a very good condition, but is five points lower than the condition at the same time last year. The condition of timothy is only one point lower than the condition at the same time last year, being 89 per cent. There is general complaint, however, about the crop being short and thin. Alfalfa shows an average condition of 81; the lowest condition is in the southwest section where it is 75 per cent.—Geo. B. Ellis, secy Missouri State Board of Agriculture.

Clover seed has been on the upgrade all week. Market shows a healthy advance. Buying came mostly from the country, possibly on the theory of bad crop prospects, although no definite news has been received. Dropping off of receipts relieved the market of that much pressure putting it in shape to respond readily to buying orders. Offerings were light until October passed \$6.85 when more or less profit taking gave some relief. Recent weather has been ideal for growing crop, but undoubtedly a good deal of the crop failed to respond owing to poor condition due to drouth last fall and freezing and thawing during winter. Recent rains will undoubtedly make good hay crop, but wet weather after that would retard the growth for seed.—J. F. Zahm & Co.

During April 93 samples of seed suspected of being offered for sale for seeding contrary to the provisions of the Seed Control act were taken by the seed inspectors. Of these 33 were red clover, 10 alsike, 18 oats, 10 wheat, 8 barley, 2 alfalfa and one each of timothy, sainfoin and mixture. Only 8 of the red clover, 3 of the alsike and the one sample of timothy complied with the act. The remainder proved to be violations. The number of trade samples sent in for analysis during the month was 470. Of these 239 were received from seed merchants and 231 from farmers. Of 176 samples of red clover analyzed for purity, 86 graded No. 1, 81 were saleable but of a lower grade than No. 1, and 8 were prohibited from sale. Of 91 samples of alsike analyzed 14 graded No. 1, 60 were saleable but of a lower grade than No. 1, and 17 were prohibited from sale. Of 93 samples of timothy analyzed 82 graded

No. 1, 11 were saleable but of a lower grade than No. 1, and none were prohibited from sale.—Geo. H. Clark, seed commissioner Canada Dept. of Agriculture.

Clover seeds have not yet come into general use in the prairie provinces, where the work of seed inspection is confined largely to the trade in cereal grains for seed. More than 200 local seed vendors in the province of Ontario were visited by official seed inspectors during April and their stocks of seeds inspected. The month's work revealed a general desire on the part of seed vendors to conform to the provisions of the act. The seed inspectors have detected several lots of clover seeds badly contaminated with ragweed and other weed seeds. Only a few cases of violation on the part of men who had previously received warning are on record for this month. There would seem still to be an impression among the farmers in the principal clover seed producing districts of western Ontario that they are exempt from the provisions of sections 7 and 8 of the Seed Control act, which provides standards for No. 1 quality and prohibits seeds of grasses and clovers from sale for seeding. A greater effort has been made than in previous years to demonstrate to them that, in respect to these sections of the act, they must be dealt with on the same basis as seed merchants in general—Geo. H. Clark, seed commissioner, Canada Dept. of Agriculture.

## New Tariffs on Seeds.

**III. Cent.**, ICC No A7488, 53B, rules governing returned shipments of garden seeds; effective June 20.

**C & O**, Sup 31 to ICC No 4085, blue grass seed, C L, from Mt. Sterling, Ky., to Cincinnati, O., 16c; effective June 24.

**Minn & St L**, Sup 37 to ICC No 1485, flax and millet seed, grain, and grain products, C L, between Milwaukee, Wis., Chicago, Peoria, Ill., and stations on Minn & St L; effective June 20.

**Minn & St L**, Sup 15 to ICC No 1490, flax and millet seed, C L, between St. Louis, Mo., East St. Louis, Ill., or points on pages 7 and 8 of tariff and Albert Lea, Minn., 15c; effective June 30.

**C St P M & O**, Sup 1 to ICC No 3556, grain or flaxseed and mustard seed screenings, C L, from Groups 1, 2 and 3 to St. Paul, Minneapolis and Minnesota Transfer, Minn., 7½c; effective July 1.

**C M & St P**, sup 56 to ICC No A9945, R R No Sup 58 to GFD2463D, mustard seed screenings, C L, from Chicago, Ill., Milwaukee, Racine and Racine Junction, Wis., and rate points to St. Paul, Minneapolis and Minnesota Transfer, Minn., 7½c; effective, state, June 2; interstate, June 24.

**Iowa Cent.**, Sup 5 to ICC No 1863, millet seed, grain and grain products, C L, between stations in Iowa, Kansas, Nebraska and Missouri and Keithsburg, Ill., also other Mississippi River crossings, on shipments destined to or coming from points east of Illinois-Indiana state line; list of participating carriers as per original tariff; effective June 30.

For the assets of E. L. Harper, who wrecked the Fidelity Bank in a wheat corner 20 years ago, W. H. Stanage paid \$525 at auction May 17 at Cincinnati.

Senator Gallinger of New Hampshire recently laid before the Senate a petition from his constituents for a reduction of 10 cents per bu. in the duty on wheat.

Anti-bleaching orders of the Department of Agriculture are defied by the Updike Milling Co., of Omaha, which will continue bleaching flour and will furnish buyers a guarantee of full indemnity against prosecution.

### Meeting Iowa Seed Dealers Association.

The annual meeting of the Iowa Seed Dealers Ass'n was held at Des Moines, June 1, in the Chamberlain Hotel, a very full attendance of members being present.

The morning session was devoted to a discussion of the Iowa seed law, and the litigations which have resulted from it.

The afternoon session was an open meeting, the visitors present being Henry and John Wallace, E. E. Favelle, George Franklin and Prof. Atkinson, editors of local farm papers, George A. Wells, sec'y of the Western Grain Dealers Assn., Prof. Pammell, State Botanist, State Seed Commissioner Wright and State Inspector Faraday. The visitors spoke informally, giving their views of the Iowa seed law and its general effect in bettering conditions, improving the quality of seeds sold, both as to purity and vitality, and the seed corn betterment, as to quality, vitality and productiveness. J. F. Summers, an Ames graduate and practical seed corn grower, spoke on his method of testing seed corn which was listened to with much interest.

The meeting was then adjourned and the members partook of a banquet, after which the evening executive session was held. A general discussion took place, after which the following officers were

elected: Pres., Charles N. Page, Des Moines; vice-pres., Henry Fields, Shenandoah; sec'y, B. H. Adams, Decorah; treas., John T. Hamilton, Cedar Rapids. Executive committee, Charles N. Page, John T. Hamilton, Walter C. Adams, Mel. L. Webster, H. A. Johns.

### Subdivided Elevator Tanks.

A most unique system of elevator construction has been designed by the Finton Eltr. Construction Co. The system consists of tanks subdivided horizontally by means of sloping partitions from side to side as shown in illustration. The floors serve both as bin bottoms and hoppers. Since the floors are parallel to one another, each bin, usually designed to hold a car load, may be filled to the top, by spouting into upper corner. This system enables elevator operator to blend grain while loading it into car, thus eliminating cost of re-elevation.

The bins may be constructed any desired size. Since the method of construction is simple the entire plant may be built with all modern equipments at an economical cost. All elevators constructed by the company are of concrete so that the fire hazard is practically nothing. This system may be used in connection with large elevators as a working house, or it is especially adapted for country points. W. L. Finton, the patentee of the system, who has had 25 years experience in grain elevator construction work, believes his plan may be adapted to any need for grain handling. The office of the firm is at Appleton, Wis.

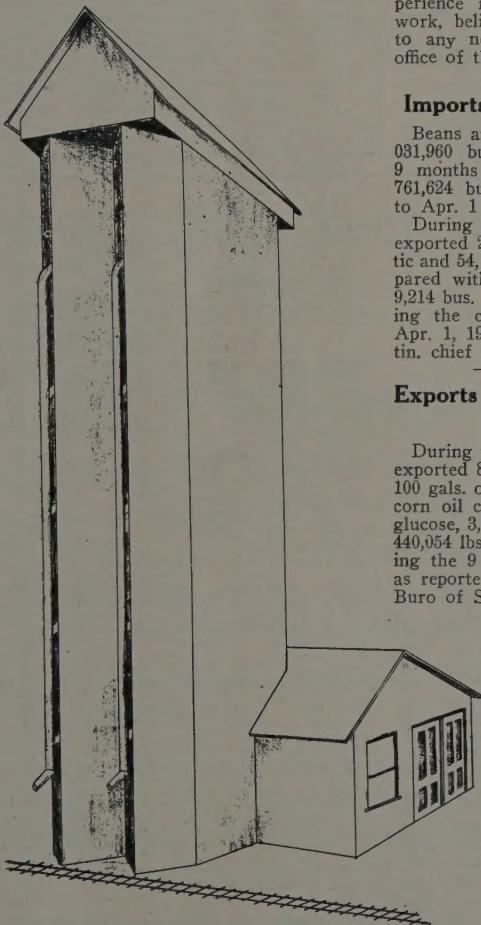
### Imports and Exports of Beans.

Beans and dried peas amounting to 2,031,960 bus. were imported during the 9 months ending Apr. 1, 1909; against 761,624 bus. during the 9 months prior to Apr. 1 of last year.

During the 9 months ending Apr. 1, we exported 235,249 bus. of beans of domestic and 54,375 bus. of foreign origin; compared with 255,772 bus. of domestic and 9,214 bus. of foreign origin exported during the corresponding months prior to Apr. 1, 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

### Exports of Glucose, Corn Oil and Cake.

During the 9 months ending Apr. 1 we exported 87,546,883 lbs. of glucose, 2,206,100 gals. of corn oil and 39,493,075 lbs. of corn oil cake; against 100,708,502 lbs. of glucose, 3,197,809 gals. of corn oil and 52,440,054 lbs. of corn oil cake exported during the 9 months prior to Apr. 1, 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.



Finton's Sub-Divided Grain Tanks.



National Pure Copper Cable Lightning Rod

All material highest grade only

Installed in strict accordance with the most scientific rules

Permanent protection positively guaranteed

Laws of Lightning Illustrated  
in Colors Mailed Free.

**National Cable & Mfg. Co.**  
Department G : : NILES MICH.

### GRAIN TRIERS

20TH CENTURY BRASS & MFG. CO.  
Minneapolis, Minnesota



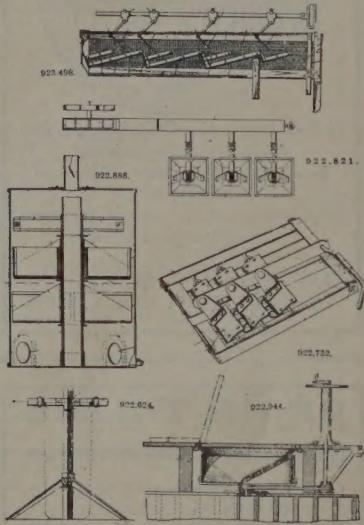
### Prompt and Accurate Analyses of All Grain and Feeds

Don't ship your corn until you have had it tested for per cent of moisture

**The Columbus Laboratories**  
103 State St., Chicago

# Patents Granted

**Bag Holder.** No. 922,624. (See cut.) Laurits Pedersen, Chicago, Ill. A vertical standard is supported on legs extending



outwardly therefrom and has an adjustable cross arm carrying frictional means engaging the standard to hold the cross arm in adjusted position when a bag is attached thereto.

**Distributor for Dumps.** No. 922,944. (See cut.) John R. Pattinson, Stafford, Kan. The distributor is mounted at the intersection of the walls of adjacent bins, and has a bottom which closes off all but one of the bins. The distributor rotates on a spindle carrying a pulley from which a belt leads to a pulley on the controller shaft above which is a crank and a dial for indicating the position of the distributor with relation to the bins.

**Separator Sieve.** No. 922,732. (See cut.) Horace Shupert, Elkhart, Ind. The sieve leaves are of convex shape and secured on shafts which are rotatable in bearings on the side members of the rectangular frame. The forward ends of the leaves are perforated and curved outwardly in a direction opposite to that of the main portion of the leaves. Simultaneous adjustment of the leaves is made by a shifting rod thru which transverse pivots extend.

**Grain Cleaner and Drier.** No. 923,498. (See cut.) Andrew Dill, Rantoul, Ill. This gravity cleaner comprises a series of steps having treads and risers of fine mesh screen, a shorter and coarser screen being fixed above the tread and extending from the riser over the upper end of each fine screen. The framework is oblique, having open sides and top and closed bottom grain outlet at the lower end. The fine screen is omitted and the coarse screen is employed over the grain outlet.

**Grain Germinating Apparatus.** No. 922,888. (See cut.) Albert W. Grunwaldt, Abrams, Wis. This device is intended for use in sprouting grain for cattle feed and comprises a number of racks mounted on a stationary vertical post. Each rack receives a number of open top grain boxes and the whole is contained in a case wherein the temperature and humidity are maintained. The casing has vertical openings thru which the boxes are inserted and removed and their contents stirred or sprinkled.

**Signaling Attachment for Grain Bins.** No. 922,821. (See cut.) Ben B. Spratlin and Jas. W. Spratlin, Hull, Ga. In the bottoms of the hoppers are whistles normally covered by the contents. A pipe communicates with all the whistles to supply air to sound them when the operating ends are exposed by the discharge of material from the bins. A screen covers the end of the whistle to prevent its being choked, and any whistle may be cut off by a valve from the supply tube, which receives the air pressure from a fan.

## Books Received

**CANADA THISTLE.**—Sodium arsenite treatment is recommended by Professor L. H. Pammel in Bulletin No. 12, of the Iowa State College Exp. Sta., Ames, Ia.

**EXTERMINATING QUACK GRASS.**—Methods of exterminating this one of the most persistent weeds in Iowa are given by Professor L. H. Pammel in Bulletin No. 11, Iowa State College Exp. Sta., Ames, Ia.

**REPORT OKLAHOMA BOARD OF AGRICULTURE.**—The first reliable crop statistics ever gathered in the Indian territory of the state of Oklahoma, and the acreages and yields of Oklahoma's principal farm crops for 1906 and 1907 are tabulated by counties in the first biennial report of the Oklahoma State Board of Agriculture for 1907-8, for a copy of which we are indebted to Chas. F. Barrett, secy., Guthrie, Okla.

**CLOVER SEED PRODUCTION IN THE WILLAMETTE VALLEY.**—Clover has so often been declared a failure in the Willamette Valley of Oregon that the means of securing a stand outlined by Professor Harry Hunter should be tried by growers. From a condition of failure in former years many growers have succeeded in making clover one of their most profitable crops. Seed production did not begin in a commercial way until about 7 years ago. The quality of seed now produced is excellent. The seed is largely nicely colored and of good vitality. Red clover yields from 4 to 8 bus. per acre and alsike clover 5 to 18 bus. per acre. Circular No. 28; Bureau of Plant Industry; U. S. Dept. of Agric., Washington, D. C.

**ALFALFA FOR SEED IN ROWS.**—Alfalfa has been grown increasingly in the west since 1884 little has been done to develop a rational seed industry. The crop is very uncertain. Results obtained by farmers on a field scale as well as in the experiments thus far conducted indicate that the growing of alfalfa in cultivated rows for seed in the semi-arid regions offers every promise of success but row cultivation under conditions of ample rainfall is more valuable as a method of weed control than for increasing seed yields. The principles underlying alfalfa seed production are well described by Chas. J. Brand, physiologist, and J. M. Westgate, agronomist, Bureau of Plant Industry, in Circular No. 24 of that Bureau of the Dept. of Agric., Washington, D. C.

**INSECT PESTS OF CLOVER AND ALFALFA.**—New material and everything of importance that has previously appeared in the literature of the University on the subject on injury by clover seed insects has been combined by Professor J. W. Folsom, assistant in entomology, in an 85-page pamphlet describing and illustrating the clover seed midge, clover seed chalcis, clover seed caterpillar, clover loose, clover leaf worm, clover root borer, clover hay worm, clover leaf mine, clover callipterus, clover stem borer, clover sitonae, and clover root meal bug, with chapters on the failure of the seed crop and control of clover insects. To get rid of the worst of the seed insects pasture or clip back in May or early June; or else cut the hay as soon as possible, as soon as it is in fresh bloom or earlier. Bulletin No. 134; University of Illinois Agricultural Experiment Station, Urbana, Ill.

**COST OF PRODUCING MINNESOTA FARM PRODUCTS.**—For farm managers authentic data on the cost of crops has been collected by Edward C. Parker and Thos. P. Cooper, assistant agriculturists at the Minnesota Agri. Expt. Sta., and special agents of the Bureau of Statistics of the U. S. Dept. of Agric., as a continuation of the work begun in 1902 by Professor W. M. Hays. The costs of production per acre are given for barley, clover cut for seed, corn, flaxseed, oats, hay, timothy for seed, spring wheat and hemp, and the cost of maintaining farm animals. Items of cost such as seed, plowing, harrowing, seeding, cutting, machinery values consumed and land rental are fixed charges comprising about 76 per cent of the total cost of wheat production and are the same for a 10-bushel as for a 20-bushel crop, hence the costs are given per acre instead of per bushel. Taking the average of five farms the average costs were \$8.21 for barley, \$6.50 for clover seed, \$10.43 for corn, husked; \$7.27 for flaxseed, \$4.33 for timothy seed, and \$7.25 for wheat. Bulletin No. 73, Bureau of Statistics, U. S. Dept. of Agri., Washington, D. C.

A merger of the independent glucose factories is rumored.

## Supply Trade

Business is very good. Sales are running ahead of last year.—S. Howes Co.

Mr. H. Richardson, president of the Richardson Scale Co., is in Europe on a business trip.

The Croghan Eng. & Const. Co., has been organized at Fremont, O., to engage in the designing and building of grain elevators.

S. E. King, president and founder of the King & Hamilton Co., Ottawa, Ill., manufacturers of corn shellers and portable dumps, died recently.

"Old Home Week" at Silver Creek, N. Y., Aug. 16 to 21, will draw thither a number of old timers identified with the manufacture of grain cleaning machinery.

The Avery Scale Co. reports sales for this year are away ahead of this time last year, with lots of inquiries coming in. Everything looks good for a record-breaking season.

The S. Howes Co., Silver Creek, N. Y., has added two more representatives to its force, E. A. Pynch, 500 Corn Exchange, Minneapolis, Minn., and Wm. Watson, Philadelphia, Pa.

Business has been very good and the inquiries for scales exceedingly promising. Have just returned from the factory at New York, and find it has been enlarged so we can now ship 4 scales per day.—W. N. Goodman, rep. Richardson Scale Co., Chicago.

A large order has recently been received by the Huntley Mfg. Co., of Silver Creek, N. Y., for dust collectors from the Quaker Oats Co., Cedar Rapids, Ia. This contract calls for 24 of their largest size Monitor-Draver Dust Collectors.

The Huntley Mfg. Co. was well represented at the Millers Mass Convention in Chicago, May 26, 27, 28. Several souvenirs were distributed among friends. F. L. Cranson says any grain dealer wishing to secure a good bill book can get it by writing to him at the home office.

The Minneapolis Steel & Machinery Co., Minneapolis, Minn., has arranged to handle the Ohio Motor Co.'s gas and gasoline engines. These engines are made in smaller sizes than the Munzel gas engine handled by this company and gives it a chance to fill any order from 4 h.p. up.

The Michigan Millers Mutual Fire Insurance Co. is making a special campaign among the elevator and mill trade, against the construction of wooden elevators and especially against shingle roofs. So many elevators are burned each year by sparks which start fires on shingle roofs that the company hopes to sound such a warning it will convince builders that a shingle roof is the most expensive.

# Fire Insurance Companies

ORGANIZED 1883

## The Western Millers' Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY Secretary.

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses, and contents.

ORGANIZED — 1907 — INCORPORATED

## Western Grain Dealers' Mutual Fire Insurance Association,

Des Moines, Flynn Bldg., Iowa

Insures Elevators, Warehouses and Contents Exclusively.

Correspondence solicited.

GEO. A. WELLS, Secretary.

ORGANIZED 1878

## The Millers' Mutual Fire Insurance Association of Illinois

ALTON,

ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at cost

Insurance In force, - - \$13,920,249.80

Cash Surplus, - - - 329,927.51

GEORGE POSTEL, Pres't.  
A. R. MCKINNEY, Sec'y,

Address all Correspondence to the Co.,  
at Alton, Ill.

### THE OLD RELIABLE



ORGANIZED  
1881

LANSING, MICH.

INSURES ELEVATORS  
AND GRAIN

PERMANENT OR  
SHORT TERM POLICIES

### If You Want

regular country shippers to become familiar with your firm name, place your "ad" here.

## Mill Owners' Mutual Fire Insurance Co., Des Moines, Iowa, Organized 1875

INSURES MILLS, ELEVATORS,  
WAREHOUSES and CONTENTS

Net Cash Assets .....	\$261,480.83
Losses Paid .....	\$1,473,780.50
Saved to Policyholders .....	\$1,909,196.60

J. G. SHARP, Secretary

## Make Your Own

Insurance cost. That is the plan of the



INDIANAPOLIS, IND.

It recognizes good features of construction and operation in the rate.

It gives a credit through its self-inspection system for cleanliness and extra attention to fire dangers.

All this makes a material reduction in the cost.

This Company also places grain insurance at a large saving from the short rate of other companies.

For prices write,

C. A. McCOTTER, Sec'y

## GRAIN SHIPPERS' MUTUAL FIRE INSURANCE ASSOCIATION IDA GROVE, IOWA

Insurance in force . . . . .	\$7,355,000.00
Losses paid to date . . . . .	448,000.00
Saved to Policyholders over . . . . .	250,000.00

No Premium Notes.

We write Fire, Lightning and Tornado Insurance for long or short term.  
MEMBERS' LIABILITY LIMITED. F. D. BABCOCK, Sec.

## MILLERS' NATIONAL INSURANCE COMPANY 205 La Salle St., CHICAGO, ILL. Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan. Five Year Policies (or short term policies on grain, if required.) Semi-Annual Assessments costing about one-half Stock Company rates. NO conflagration hazard.

Gross Assets, \$5,288,714.00 Net Cash Surplus, \$930,166.99

**Any Weight** of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price, \$5.00.

**GRAIN DEALERS JOURNAL**  
255 LA SALLE STREET CHICAGO, ILLINOIS

**GRAIN STORAGE RECEIPTS** for keeping a record of grain stored. 50 tickets, printed on bond paper 10 $\frac{1}{2}$  x 5 $\frac{1}{2}$  in., in each book. Order form No. 4. Price 50 Cents.  
GRAIN DEALERS JOURNAL, - - - 255 La Salle Street, CHICAGO

# For Sale



For particulars see the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale. If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily without extra charge.

The cost for advertising is 15c per line

## Points regarding the DAY Dust Collector to bear in mind

*It saves Power in Operating your cleaning machine*

### ONE OF MANY UNSOLICITED CREDENTIALS

January 18th, 1909.

"Just got the Collector placed and it works like a charm. It's simply a dandy—can't be beat."

Cambridge Milling Co.

### WRITE US

Please give inside measurements of Fan outlet (or if two fans, measurement of each) on cleaning machine for which Collector is wanted in writing for prices.

**The Day Company**

1118-26 Yale Place, Minneapolis, Minn.



Rope Drives installed in \$3,000,000.00 Flouring Mill Plant of Hecker-Jones-Jewell Milling Co., New York City.

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## MACHINERY FOR

Grain Elevators and Flour Mills has experience and reputation behind it. By its use materials are handled quickly, cleanly and economically.

Spiral Steel Conveyors

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Chain Belting

Rope Transmission

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Main Offices and Works: 1075-1111 W. 15th ST., CHICAGO.

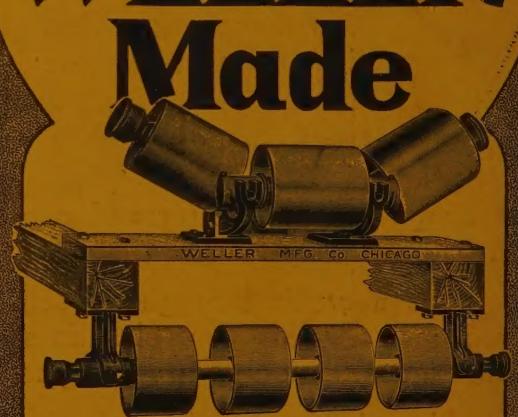
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# WELLER Made



### ADJUSTABLE TROUGHING CARRIER WITH INDEPENDENT RETURN ROLLS

This device supersedes everything of its kind at present in use, because independent Return Rolls are furnished.

The troughing rolls are adjustable to any angle and run on a hollow perforated steel shaft fitted with special compression grease cans of unusually large capacity. Bearings for the horizontal roll shafts are oscillating and are made in any desired style.

For heavy service this carrier is unequalled. Used in connection with Weller-Made belt conveyors they handle a wide range of materials with every satisfaction.

Send for 510-page Catalog.  
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